Number Three

LMS Album

BRIAN STEPHENSON

LMS Album

No. 3

LEFT: The circular LMS crest which was applied to passenger locomotives and rolling stock from the end of 1923. From 1928 the crest was dropped from the locomotive livery but remained in use on selected passenger coaches right to the end of LMS days.

[Gavin L. Wilson

BELOW: Fowler "Royal Scot" class 6P three-cylinder 4-6-0 No 6165 The Ranger (12th London Regt.) accelerates away from Rugby past Hillmorton with a Liverpool Lime Street — Euston express in 1935. *[F. R. Hebron*

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Introduction

Following my LMS Album No 2 published in 1971 which solely illustrated some of the locomotives inherited by the London Midland & Scottish Railway from its major constituents in 1923, this third LMS Album is devoted to the locomotives built by the LMS. It also presents a small selection of photographs of LMS rolling stock, signals, road vehicles and stations etc.

As recalled in the Introduction to LMS Album No 2 the early days of the LMS were far from happy with Crewe already smarting from the amalgamation of the LNWR with the LYR and the appointment of George Hughes of the LYR as Chief Mechanical Engineer of the combined company. Then one year later Hughes became CME of the newly formed LMS but more important the post of Motive Power Superintendent went to J. E. Anderson of the MR who saw to the "Midlandisation" that took place in those first years. Hughes designed the excellent mixed traffic 2-6-0s which became affectionately known as 'Crabs' which did not appear until shortly after his retirement coupled with a narrow Midland pattern tender.

George Hughes was succeeded in 1925 by Sir Henry Fowler, formerly CME of the Midland Railway, thus the stage was set for a flood of new engines to revamped Midland designs which perpetuated the 'small engine' policy of that company. It was not until 1927 that some really new larger engines appeared with the introduction of the 'Royal Scot' 4-6-0s, class 4P 2-6-4Ts and the Beyer-Garratt 2-6-0+0-6-2 freight locomotives. The powerful Derby influence did not really end until William Stanier arrived from Swindon in 1932. As CME of the LMS Stanier set about providing the company with a fleet of modern locomotives that were to last to the end of steam on British Railways in 1968.

Stanier was appointed to a wartime ministerial post in 1942 and Charles Fairburn acted as CME until appointed to that post in 1944 on Stanier's retirement. H. G. Ivatt took over in 1945 and produced three new steam designs but perhaps more important he saw to the design and construction of the two main line diesel-electric locomotives Nos 10000 and 10001 which were the first to run in this country. After nationalisation in 1948 Ivatt remained in charge of London Midland Region mechanical affairs until 1951.

Yet again it is my pleasure to thank the following photographers who have placed their entire collections at my disposal for this Album: F. R. Hebron, T. G. Hepburn, E. E. Smith, C. R. L. Coles, L. Hanson, J. G. Dewing, J. P. Wilson, Gavin L. Wilson, A. B. McLeod and Derek Cross. Also to N. Fields for the pictures by the late R. D. Pollard, to S. W. Stevens-Stratten for making available the pictures of LMS road vehicles from the former Modern Transport files, to G. M. Kichenside for helping once more with negatives from the E. R. Wethersett and Locomotive Publishing Co collections and for permitting me to browse through the Publishers photographic files for the remainder of the photographs that make up this Album. I must also thank Derek Cross and Gavin L. Wilson for the detective work they have done on my behalf in pinpointing the locations of several photographs and answering many other queries. Lastly my wife has been as helpful as ever with comments and criticisms of the photographs and layout. To all Thank you!

January 1973 BWLS

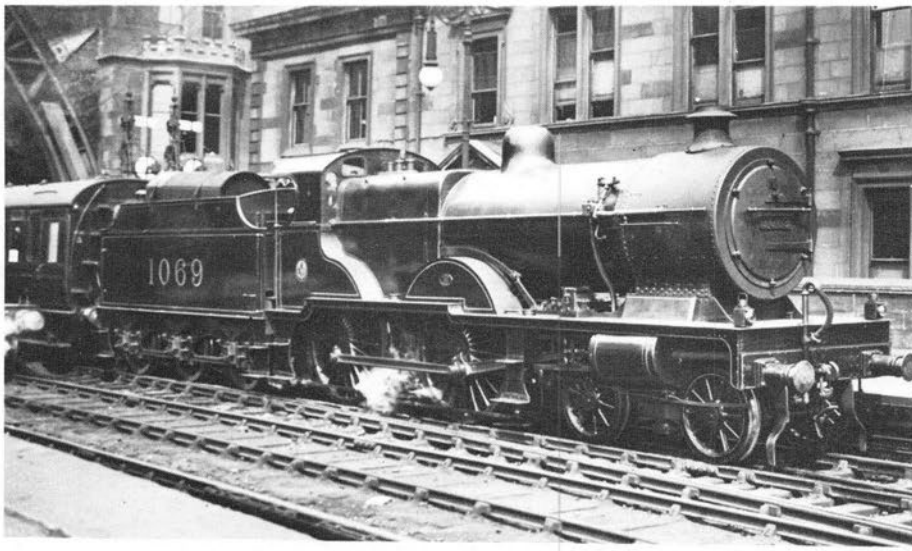
UPPER RIGHT: The down "Lakes Express' from Euston takes the Windermere branch out of Oxenholme behind class 4P three-cylinder compound 4-4-0 No 1174 in 1935. The tall LNWR signal above the engine is on the main line from Carlisle. *[F. R. Hebron*

LOWER RIGHT: Fowler compound No 1093 has just passed London Road Junction as it accelerates away from Nottingham with the "Thames Forth Express" from Edinburgh Waverley to St. Pancras in the early 1930s. *[T. G. Hepburn*

BELOW: Although Sir Henry Fowler was not to succeed George Hughes as Chief Mechanical Engineer of the LMS until 1925 his 6ft 9in drivered version of the Deeley MR class 4 three-cylinder compound 4-4-0 first appeared the previous year and was multiplied to 195 examples by the time the last was built in 1932. No 1131, built in 1926 and bearing a Longsight shedplate, stands on the turntable at Crewe South depot in 1930. *[F. R. Hebron*

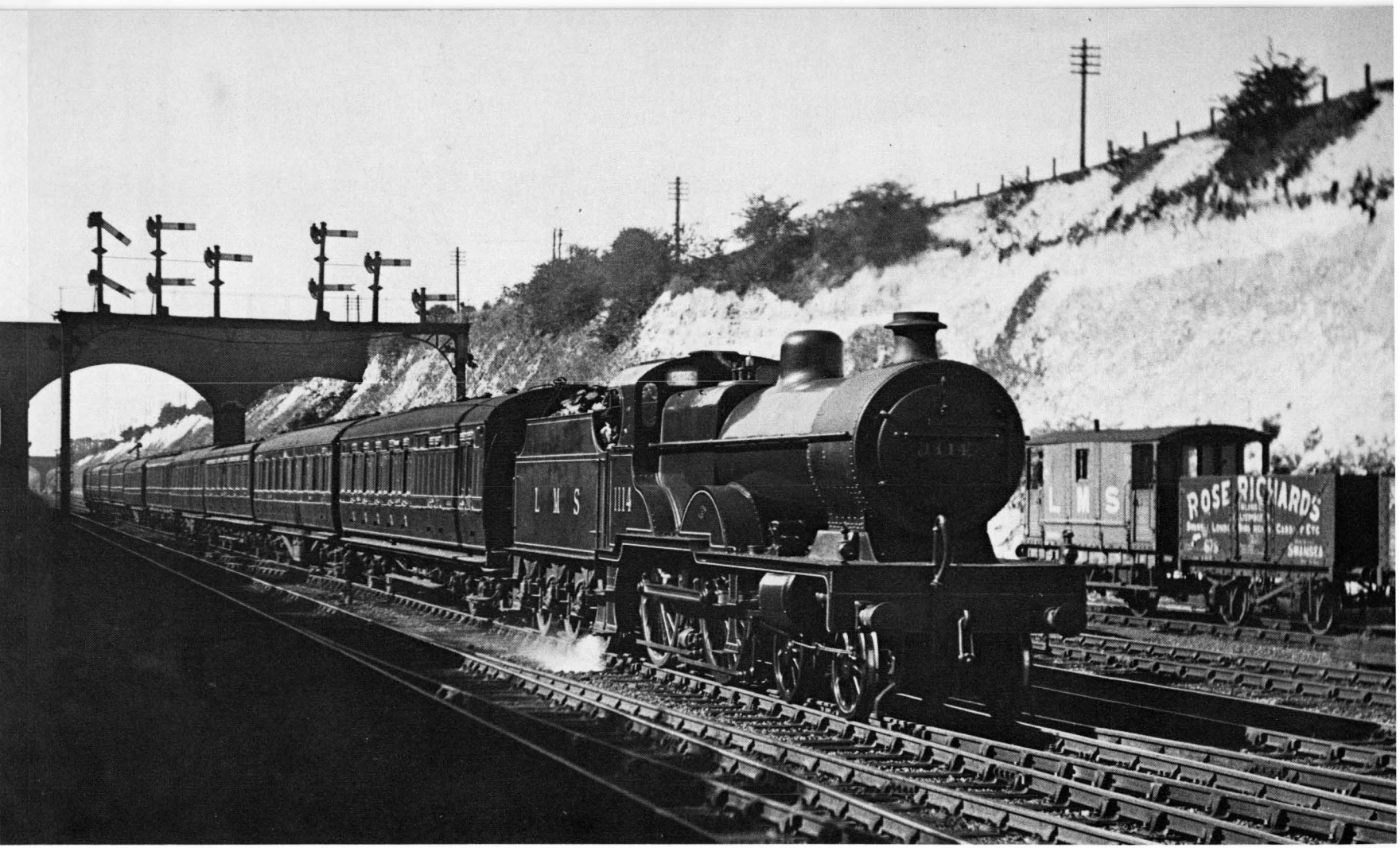
RAILWAY & GENER
ENGINEERING
SIGNS

ABOVE: Fowler class 4P three-cylinder compound 4-4-0 No 1062 drifts past a typical MR two-on-one post distant signal as it leaves Chee Tor Tunnel at Matlock with a down Manchester express in 1929. The first batch of LMS built compounds turned out in 1924 were all fitted with the standard Midland right hand drive, whereas the standard driving position for the LMS was on the left. This engine also retains a tall MR pattern chimney and has acquired a Deeley tender. *[F. R. Hebron*



ABOVE: During the coal shortages of the early 1920s several compounds were equipped for burning oil in common with certain other MR and LNWR classes. No 1069 is seen thus equipped as it waits to leave Glasgow St. Enoch with an express for St. Pancras in 1926. *[T. G. Hepburn*

ABOVE: The adoption of MR style numerals on the tenders of engines allocated to former LNWR sheds caused some problems as tenders were never considered as being married to a particular engine on that railway. Here we see compound No 1154, coupled with No 1181's tender, as it passes Tring with the 4.35 pm Euston – Birmingham "two hour" express in 1927. The leading coach is of Highland origin whilst the second is standard LMS and the rest of the train is still in LNWR livery. *[F. R. Hebron*



ABOVE: An immaculate class 4P compound 4-4-0 No 1114, in the post 1927 crimson livery with the engine number on the cabsides, emerges from the shadows of Tring Cutting with a Birmingham New Street — Euston "two hour" express about 1931. *[F. R. Hebron*

BELOW: Compound No 1097 toils up the 1 in 176 past Mill Hill with the heavy 1.45 pm St. Pancras — Leeds express in June 1926. The leading three coaches are all of Clayton MR design including two twelve-wheel clerestory dining cars. *[F. R. Hebron*

1097
1097

BELOW: A Manchester Central — Derby slow train calls at Marple, on the Great Central and Midland Joint Line, hauled by Fowler three-cylinder compound No 1089 on April 21, 1935. *[R. D. Pollard, courtesy N. Fields*

ABOVE: Class 4P compound 4-4-0 No 1059, still retaining right-hand drive, passes Chinley South Junction with a Manchester — Derby stopping train on June 12, 1948. An NSR compartment third is coupled next to the engine.

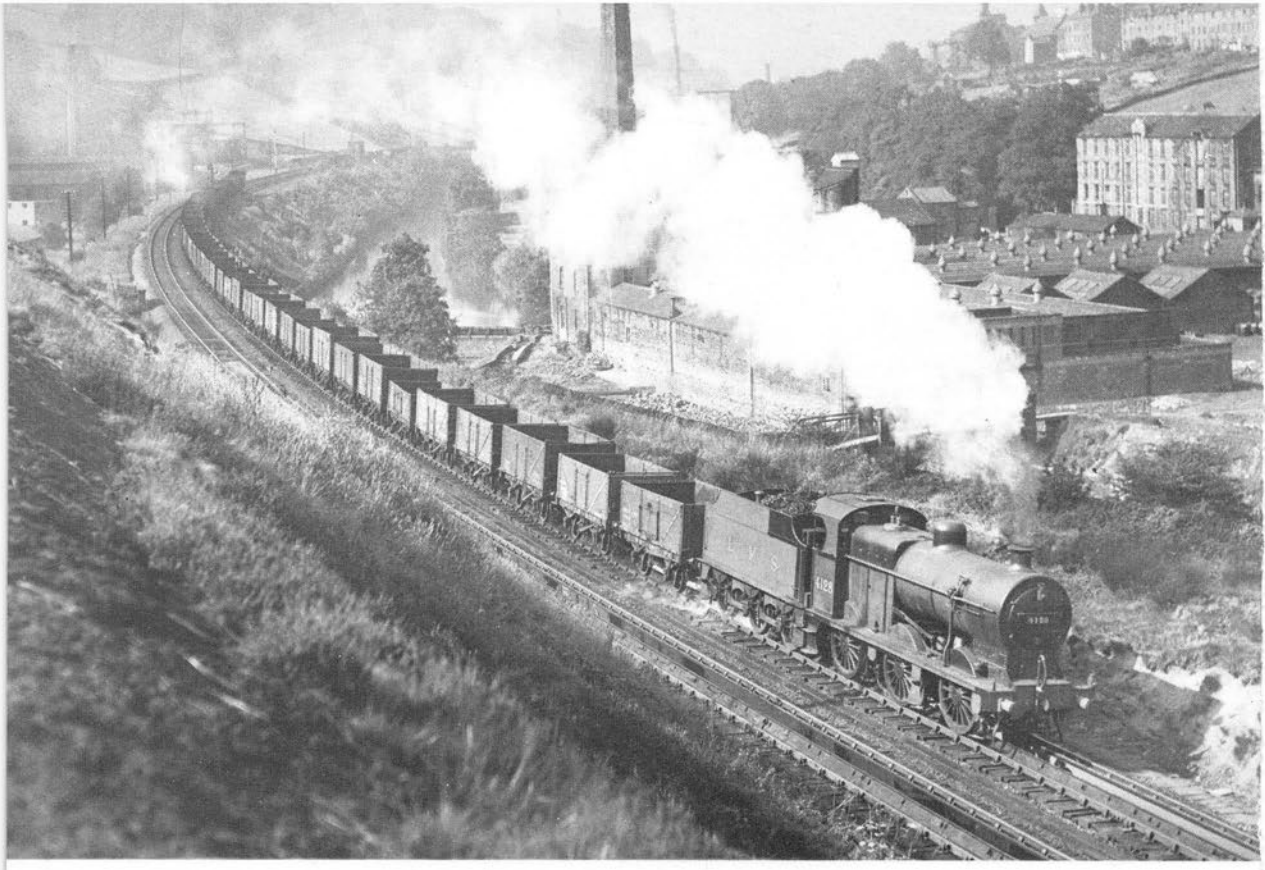
[R. D. Pollard, courtesy N. Fields

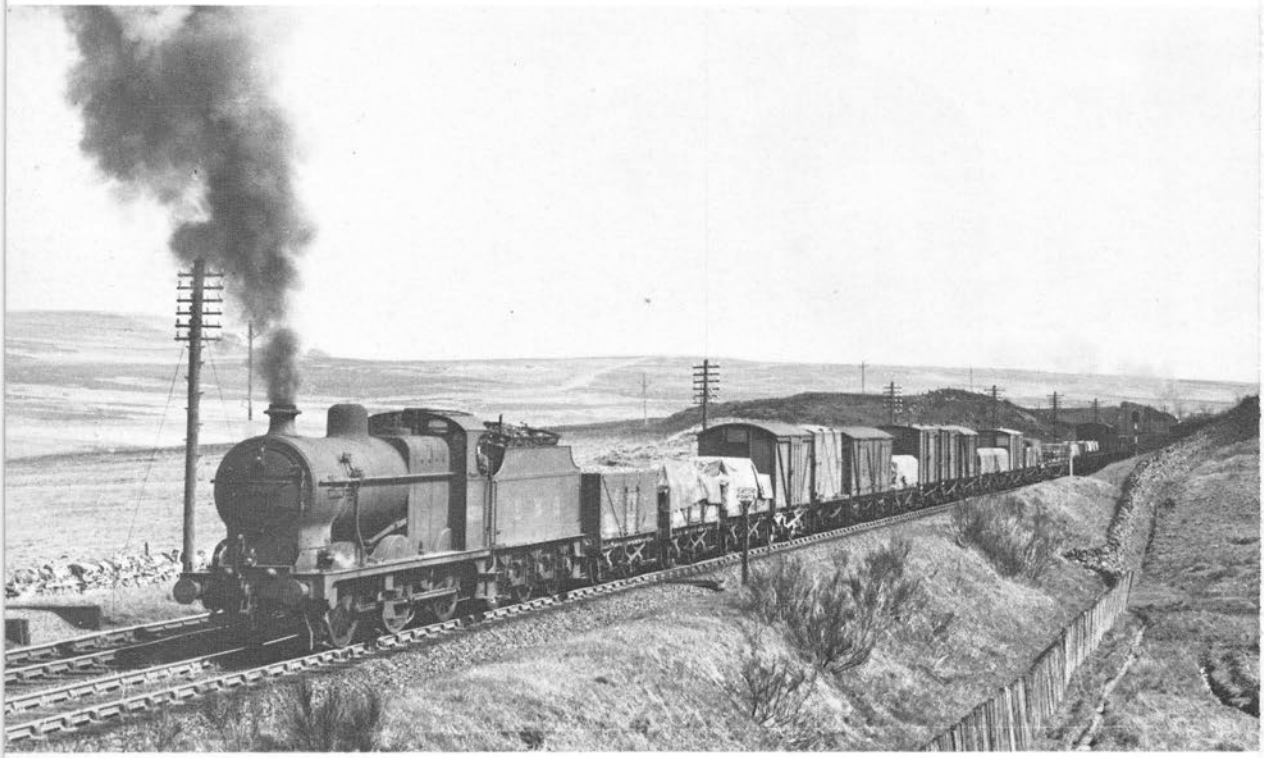
RIGHT: A begrimed compound No 1158 waits to leave Chester with a train for Mold and Denbigh. GWR "Castle" class 4-6-0 No 4076 *Carmarthen Castle* stands on the right.

[Eric Treacy

Another old MR design adopted by Fowler for mass construction was the Johnson class 1 0-6-0T of 1899 of which 60 were originally built. No less than 422 of these tanks chosen as the standard LMS shunter and known almost universally as "Jinties", were built between 1924 and 1931. Of these, seven were constructed for the S & DJR in 1928-29 but were taken into LMS stock in 1930. Class 3F "Jinty" 0-6-0T No 16585, later renumbered 7502, leaves Potters Bar with a Broad Street train formed of NLR four wheel coaches in 1929. *[F. R. Hebron*

An unidentified Fowler class 4F 0-6-0 heads a Saturdays only Yarmouth – Nottingham train on the descent from Stanton Tunnel between Widmerpool and Plumtree in the late 1940s. Note the tablet exchanger for use on the M & GN section. The MR built 192 of these engines between 1911 and 1922 and the LMS went on to construct a further 575 in the years up to 1941. Five built in 1922 for the S & DJR were taken into LMS stock in 1930 making a grand total of 772 4Fs. *[T. G. Hepburn*

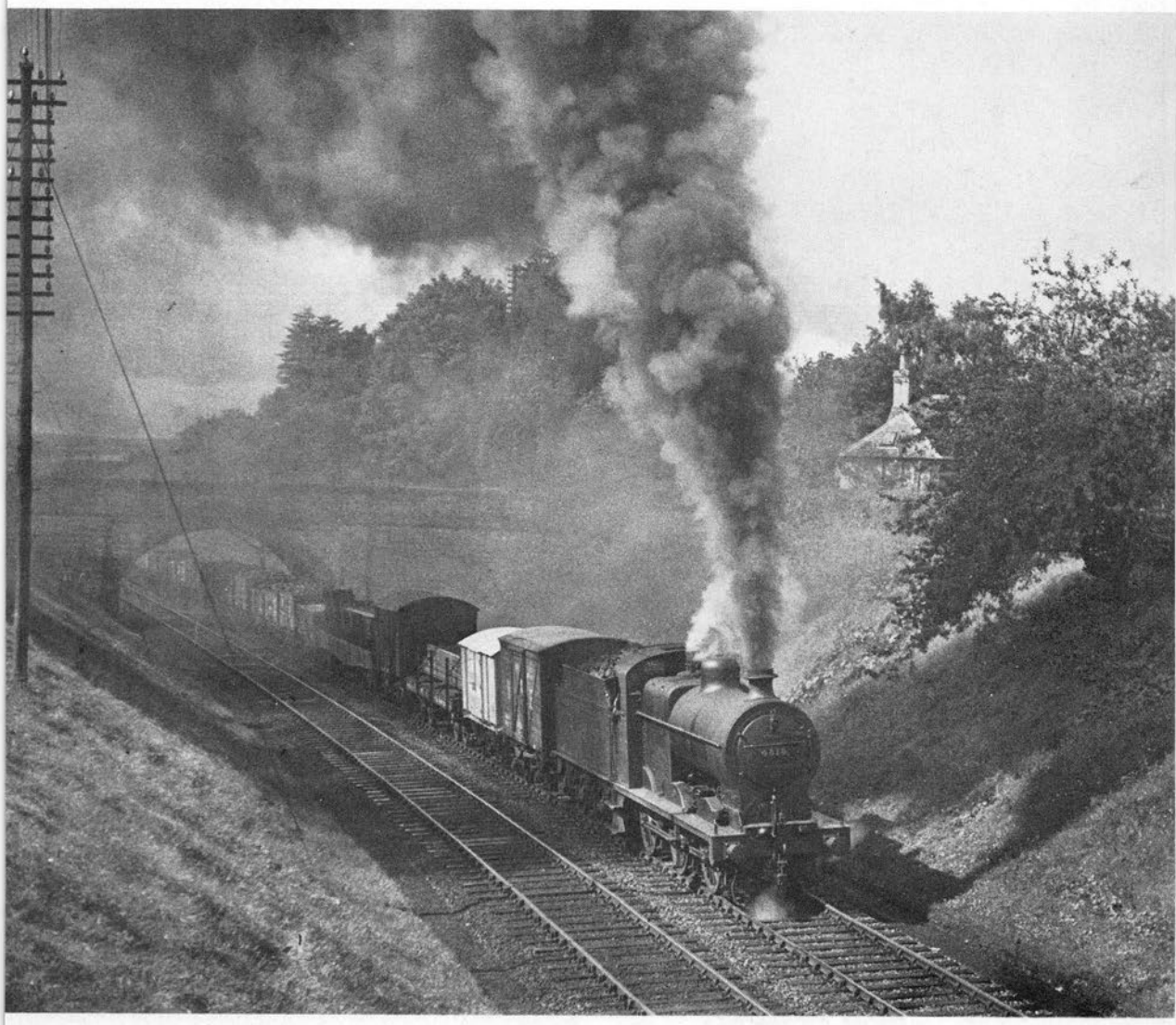




UPPER LEFT: One of the earlier LMS built Fowler class 4F 0-6-0s, No 4128 which retains the right-hand drive of the MR, takes water from Luddendenfoot troughs as it heads east over the Calder Valley main line with a train of coal empties on September 7, 1945. *[E. R. Wethersett*

LOWER LEFT: Class 4F 0-6-0 No 4388, fitted with an exhaust steam injector, climbs the 1 in 75 of Shap with a down goods, summer 1950. The train is being banked by Fowler 2-6-2T No 16 (see page 46). *[E. E. Smith*

BELOW: An all out effort is being made by class 4F 0-6-0 No 4313 as it approaches Stanley Junction with a freight from Perth for the Highland line in the early 1930s. *[F. R. Hebron*



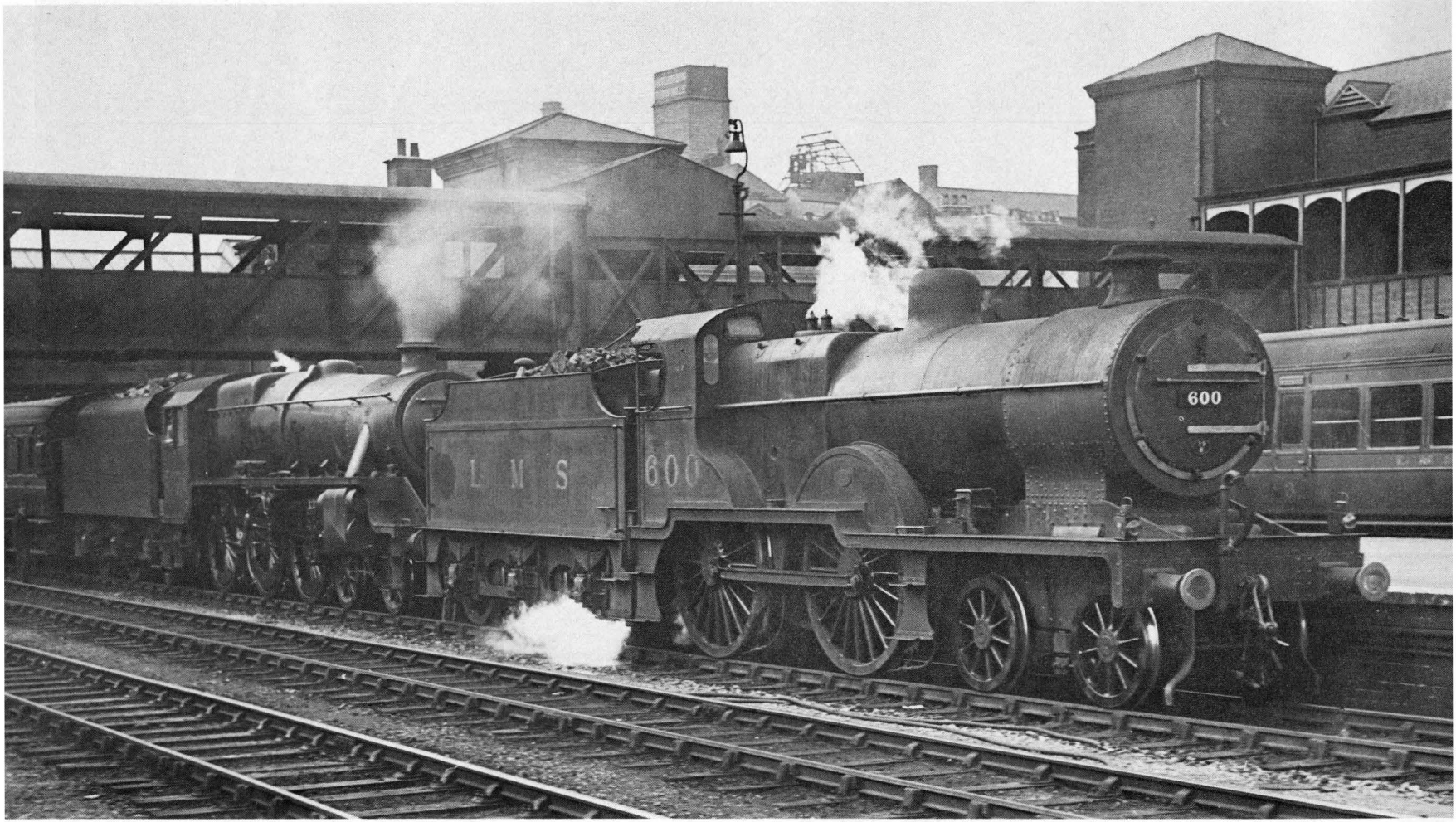
4526

ABOVE: Fowler class 4F 0-6-0 No 4526 heads out of London past Mill Hill with a down goods on July 27, 1935. To-day this familiar Midland main line scene is changed out of all recognition with the M1 Motorway running alongside the railway on the left of this picture.

[E. R. Wethersett

LEFT: An excursion from St. Pancras approaches Southend behind class 4F No 4298 on August 17, 1936. The 4Fs were at first fitted with tail rods, the housings for which can clearly be seen on the buffer beam of No 4298. They were later removed and the holes in the buffer beam blanked off as seen in the photograph above.

[E. R. Wethersett

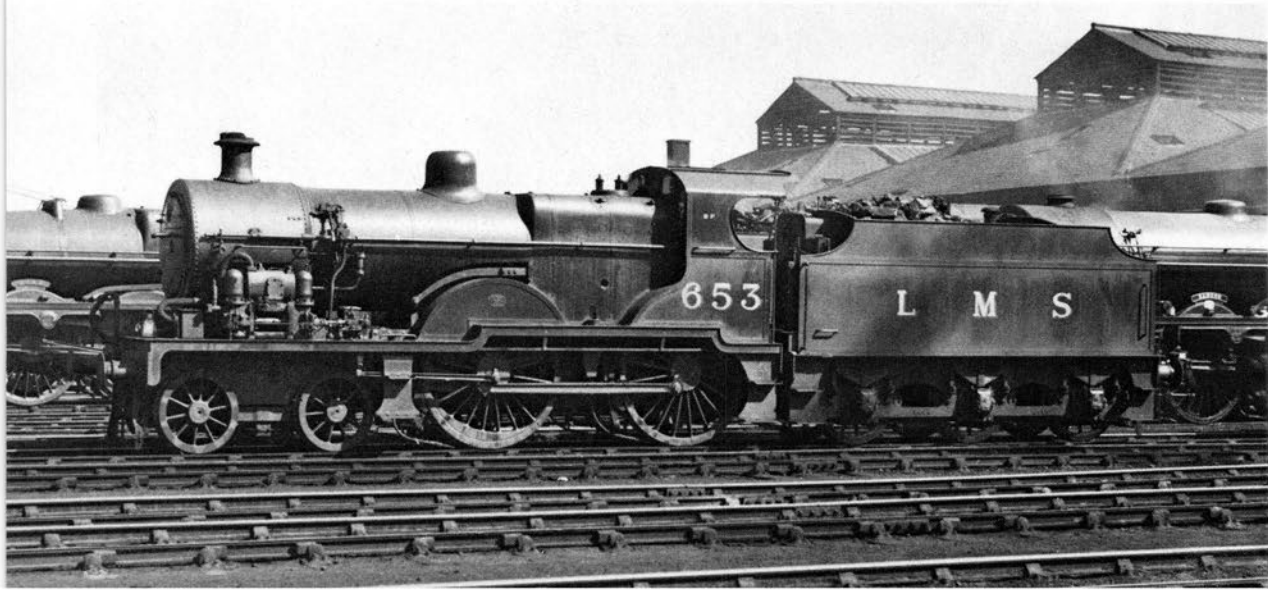


ABOVE: The last MR design to be chosen for construction by the LMS was Fowler's class 2P 4-4-0 of which 135 examples with 6ft 9in driving wheels were built between 1928 and 1932. Three further engines built for the S & DJR in 1928 were taken into LMS stock in 1930. No 600 is seen acting as pilot to Stanier class 5 4-6-0 No 5036 at Nottingham Midland with a Leeds — St. Pancras express in the mid 1930s. *[T. G. Hepburn*

BELOW: Fowler class 2P 4-4-0 No 602, from Millhouses depot, Sheffield, is seen in its original condition fitted with bogie brakes and painted black as were all the LMS built 2Ps from the start. Photographed in Nottingham Carriage Sidings in the early 1930s. *[T. G. Hepburn*

Fowler class 2P 4-4-0 No 698 was only two years old when this picture was taken of it entering Rowsley with a Manchester — Derby fast train on May 26, 1934. *[R. D. Pollard, courtesy N. Fields*

No 653 photographed on Crewe North shed on April 19, 1936 was one of two 2Ps fitted with Dabeg feed water heaters. The other 2P with Dabeg apparatus was No 633, a former S & DJR engine. The feed water heaters remained on these locos until early BR days. *[L. Hanson*



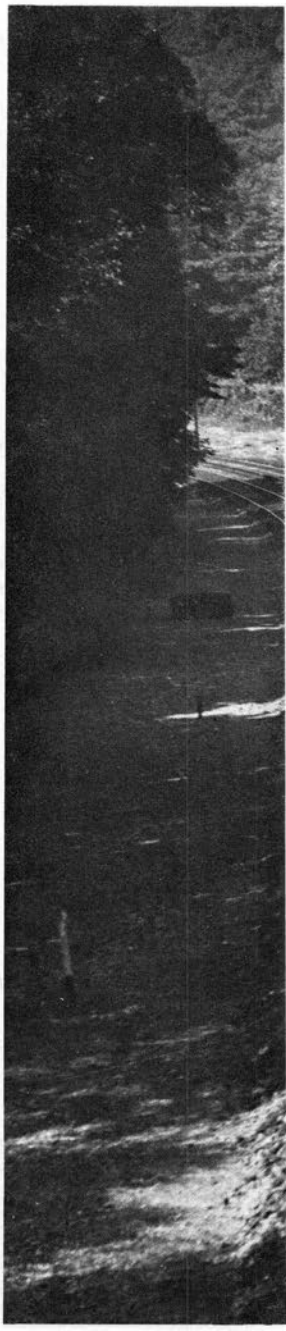
UPPER RIGHT: An Ayr — Glasgow St. Enoch train departs from Paisley Gilmour Street behind class 2P 4-4-0 No 667 on August 1, 1938. *[L. Hanson*

CENTRE RIGHT: Fowler class 2P 4-4-0 No 619 and class 4P three-cylinder compound 4-4-0 No 1144 approach Gretna with the 5.10 pm Carlisle — Dumfries express in the early 1930s. *[F. R. Hebron*

LOWER RIGHT: A Templecombe — Bath Green Park stopping train nears Coombe Down Tunnel, north of Midford in June 1951 hauled by class 2P 4-4-0 No 568 still in LMS livery. *[Derek Cross*

UPPER LEFT: The first truly new design to appear on the LMS was the class 4F 2-6-0 in 1926. Known at first as the Horwich Moguls they were designed by George Hughes but did not appear until after his retirement and had several Fowler fittings not least of which was the narrow tender. No 13004, in crimson livery, departs from York with an excursion returning from Scarborough formed of LYR non corridor coaches in the late 1920s. *[Locomotive Publishing Co.*

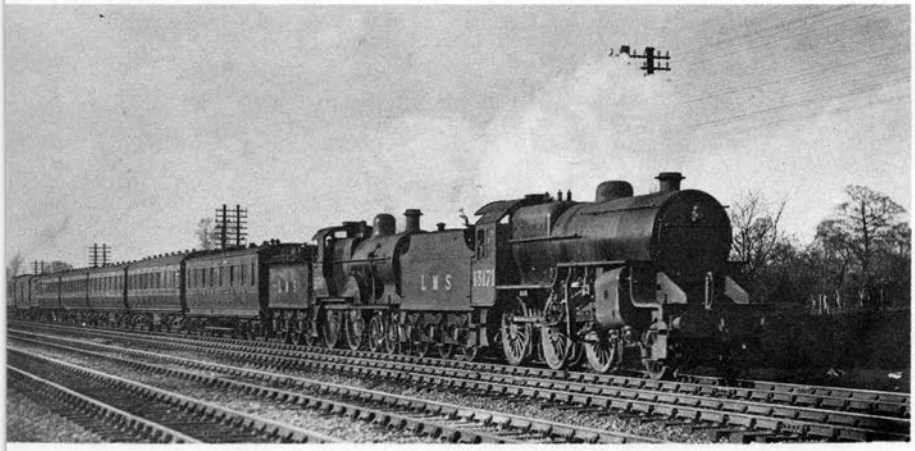
LOWER LEFT: Horwich Mogul No 2919, formerly No 13219, is caught by the low winter sunshine as it climbs Grayrigg bank with a down class H goods train in 1935. These extremely capable engines became affectionately known as "Crabs" because of the raised running plate over the cylinders. Their power classification was gradually raised from 4F to 5P4F, then to 5P5F and finally during World War II they became 5F. In BR days they were 5MT. *[F. R. Hebron*



BELOW: The "Crabs" were favourite engines for hauling summer Saturday relief expresses and excursion trains. Derby based No 13098 is seen threading the beautiful Derbyshire landscape near Whatstandwell with an up excursion formed of Bain MR low roof suburban ccaches in the early 1930s. A total of 245 "Crabs" were built and they were at first numbered 13000 – 13244 but were later renumbered 2700 – 2944 from 1934. *[Locomotive Publishing Co.*

ABOVE: Hughes/Fowler class 5P4F 2-6-0 No 13127 heads out of Nottingham with a heavy thirteen vehicle excursion train for St. Pancras via Leicester in the early 1930s. The two leading coaches are of LNWR and Clayton MR design respectively whilst the rest of the train is mostly made up of early standard LMS Corridor coaches. *[T. G. Hepburn*

BELOW: A pair of "Crabs", Nos 13103 and 13101 make a superb sight as they whistle for the Hermitage Tunnel north of Dunkeld on the Highland main line with the 3.45 pm Inverness – Glasgow express in the early 1930s. Ten of these Moguls were allocated to the Highland section until displaced by Stanier class 5 4-6-0s. *[F. R. Hebron*



LEFT: Hughes/Fowler class 5P4F Mogul No 13171 and Fowler MR class 2P 4-4-0 No 550 provide super power for a Bedford — St. Pancras local seen approaching Elstree in 1931. *[F. R. Hebron*

BELOW: Hughes/Fowler "Crab" 2-6-0 No 13180 tackles the almost ten mile climb from Beattock to the summit with a down loose-coupled goods in the early 1930s. Rear end assistance is being provided, probably by a Caley 0-4-4T. *[F. R. Hebron*

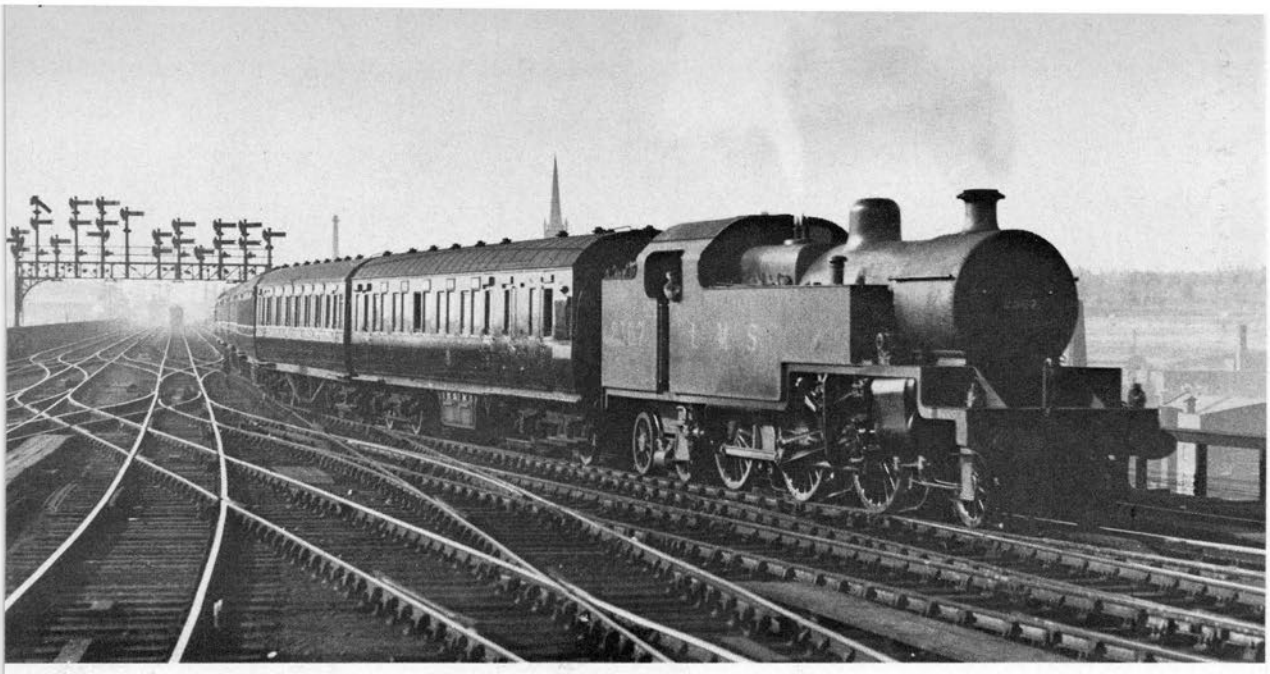
ABOVE: No 13180 is seen again after having been renumbered 2880, it has just crossed the Ligg Viaduct on the 1 in 69/73 gradient between Pinwherry and Barrhill with a Glasgow St. Enoch – Stranraer train in 1936. *[F. R. Hebron*

RIGHT: Five "Crabs" were fitted with Lentz rotary-cam poppet valve gear in 1931 and No 13125 so fitted is seen near Hornchurch in 1935 with a St. Pancras – Southend train. In 1953 these five engines had their Lentz valve gear replaced by Reidinger poppet valve gear.
[F. R. Hebron

LEFT: Fowler class 4P 2-6-4T No 2403 departs from Birmingham New Street with a semi-fast train for Stafford on May 7, 1938. The first of the 125 engines of this class appeared in 1927 but No 2409 is from the final 30 which were fitted with side window cabs with full height doors. *[L. Hanson*

BELOW: An unidentified Bowen-Cooke LNWR "Prince of Wales" class 4P 4-6-0 and Fowler 2-6-4T No 2316 leave Longport with a Crewe — Stoke-on-Trent local in the early 1930s. These tanks were the first of a long line of 2-6-4Ts developed by Stanier, Fairburn and finally Riddles of BR.

[F. R. Hebron

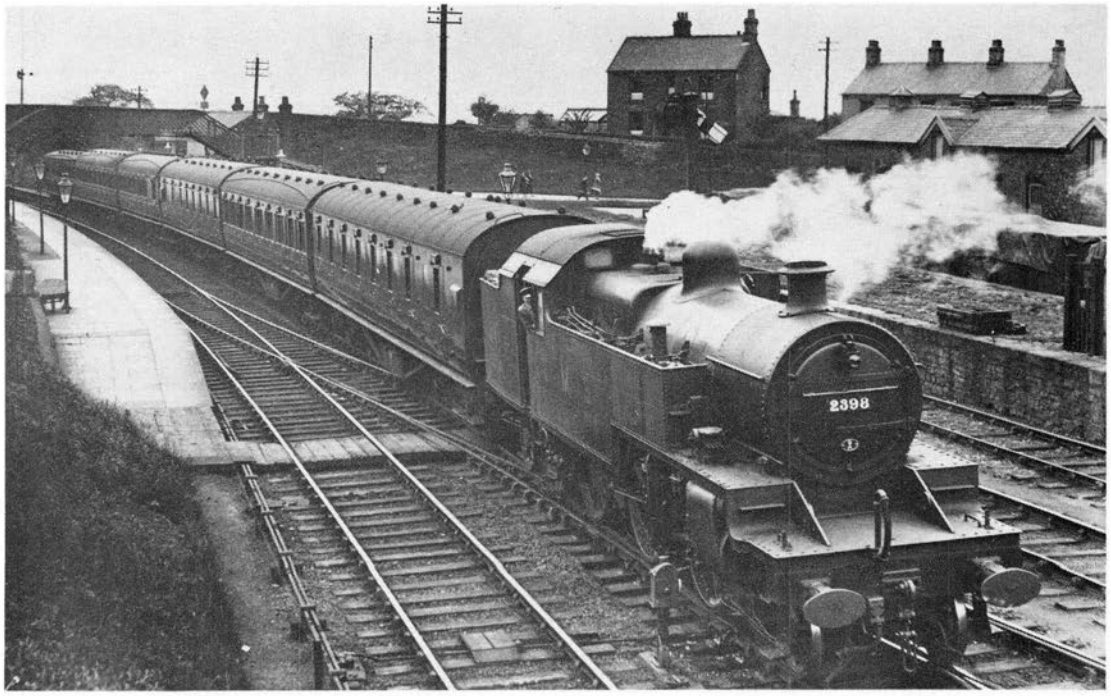


Fowler class 4P 2-6-4T No 2367 approaches Stockport Edgeley with the 5.40 pm Manchester London Road – Buxton fast train on August 9, 1938. Note the brakes fitted to the trailing bogie, which, like the bogie brakes on other Fowler engines were later removed. *[R. D. Pollard, courtesy N. Fields*

A Melton Mowbray – Nottingham local coasts downgrade from Edwalton behind class 4P 2-6-4T No 2340 in 1934. An LYR compartment third is coupled next to the engine whilst the rest of the train is formed of Bain MR low roof compartment stock. *[T. G. Hepburn*

Fowler 2-6-4T No 2396 provides banking assistance from Tebay to a northbound freight at Shap Wells in the late 1940s. The engine is in the 1936 sans serif style of numbering/lettering which proved unsatisfactory and was dropped before World War II. *[Eric Treacy*

Class 4P 2-6-4T No 2398 leaves New Mills (LNWR) with a Manchester London Road – Buxton stopping train on June 5, 1937. The first and third coaches are of the final LMS style of steel panelled compartment stock and the second is of the previous style. *[R. D. Pollard, courtesy N. Fields*



ABOVE: In 1927 the first three 2-6-0+0-6-2T Beyer-Garratt locomotives entered service and they were followed by a further thirty in 1930. One of the 1930 built engines, No 4973 nears Elstree with a Toton — Brent coal train in 1931. *[F. R. Hebron*

BELOW: Beyer-Garratt 2-6-0+0-6-2T No 4992 heads a down haul of coal empties at Elstree on May 5, 1937. This engine has the Beyer-Peacock rotary self-trimming coal bunker which was fitted from 1931 to all but Nos 4998 and 4999 of the 1927 batch. *[E. R. Wethersett*

4992
4992

A heavy coal train for Brent gets moving out of Toton Yard past Long Eaton Station behind Beyer-Garratt 2-6-0+0-6-2T No 4980 in 1932. *[T. G. Hepburn*

Beyer-Garratt No 7971 accelerates a down goods through Kettering in June 1939. The two batches of Garratts were originally numbered 4967 – 4996 and 4997 – 4999 but in 1938 they were renumbered 7967 – 7999.
[C. R. L. Coles

Another notable LMS design to appear in 1927 was the "Royal Scot" class 6P three-cylinder 4-6-0. They were designed and built by the North British Locomotive Company in close collaboration with Derby and fifty engines were delivered within twelve months of the order having been placed. Nos 6100 – 6124 were given the names of British Army Regiments whilst Nos 6125 – 6149 revived the names carried by historic locomotives. Unfortunately these names were later removed in favour of more regiments though some did reappear on Stanier "Jubilee" class 4-6-0s and on a lone "Patriot". No 6139 *Ajax,* later renamed *The Welch Regiment,* departs from Carlisle Citadel with the up "Royal Scot" in 1931. A further twenty "Royal Scots" were built at Derby in 1930. *[F. R. Hebron*

ABOVE: Fowler "Royal Scot" class 6P 4-6-0 No 6135 Samson later renamed *The East Lancashire Regiment,* climbs Shap with the down "Royal Scot" about 1930. Note the bogie brakes and crosshead vacuum pump just visible both later removed from the class. *[Locomotive Publishing Co.*

BELOW: Still resplendent in its original 1927 livery, "Royal Scot" class 4-6-0 No 6139 *Ajax* is seen again as it passes Bushy & Oxhey Station with the down "Royal Scot" about 1930. Both engines on these two pages carry Carlisle Upperby shed code plates. *[F. R. Hebron*

6134

ABOVE: "Royal Scot" class 4-6-0 No 6124 *London Scottish* leans to the curve at Conway as it passes through the city wall with the up "Irish Mail" from Holyhead to Euston in the early 1930s. No 6124 is fitted with straight smoke deflectors which were fitted to the class after a "Royal Scot" was involved in an accident believed due to the driver's vision having been obscured by drifting smoke.

[Locomotive Publishing Co.

BELOW: The straight smoke deflectors soon gave way to those with an angled top as seen in this view of No 6151 *The Royal Horse Guardsman* waiting to take a down express forward from Carlise in 1936. On the right Fowler class 2P 4-4-0 No 605 waits with a Dumfries train. *[E. E. Smith*

ABOVE: The down "Royal Scot" heads out of Rugby in the late 1920s behind Fowler "Royal Scot" class 6P 4-6-0 No 6134 *Atlas,* later renamed *The Cheshire Regiment.* This engine is in the pre 1928 livery but is coupled with a tender in the post 1927 style with the initials LMS painted in place of the engine number.

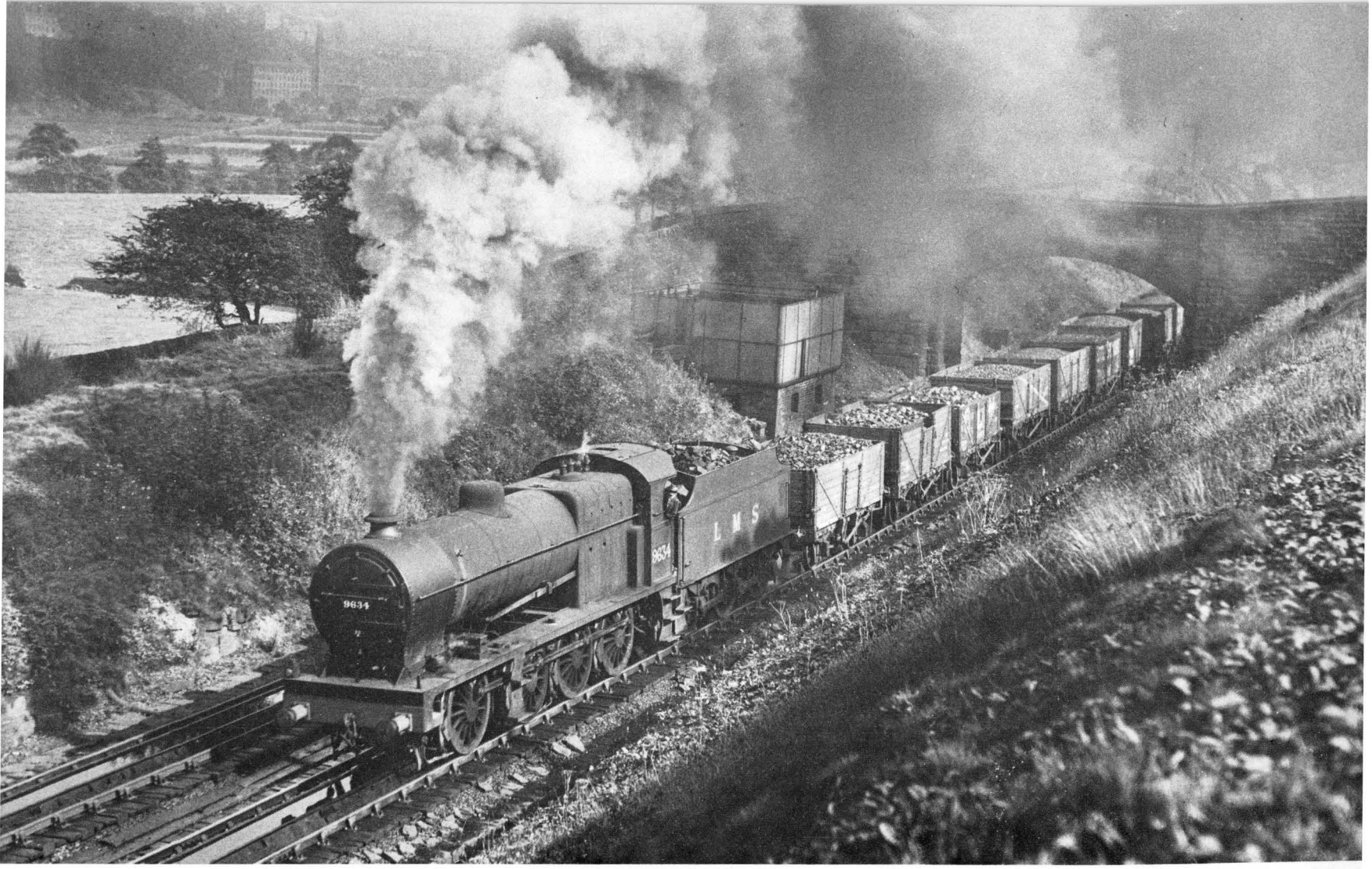
[Locomotive Publishing Co.

LEFT: Derby built "Royal Scot" 4-6-0 No 6150 *The Life Gaurdsman* nears Carpenders Park with an up milk train on August 19, 1934. Standard LMS, LNWR and Midland six wheel milk vans can be seen at the rear of the train. *[K. A. C. R. Nunn, courtesy LCGB*

BOVRIL

ABOVE: An Interesting view of "Royal Scot" 4-6-0 No 6144 *Honourable Artillery Company,* formerly *Ostrich,* approaching platform one at Euston with an up express in 1935. *[J. G. Dewing*

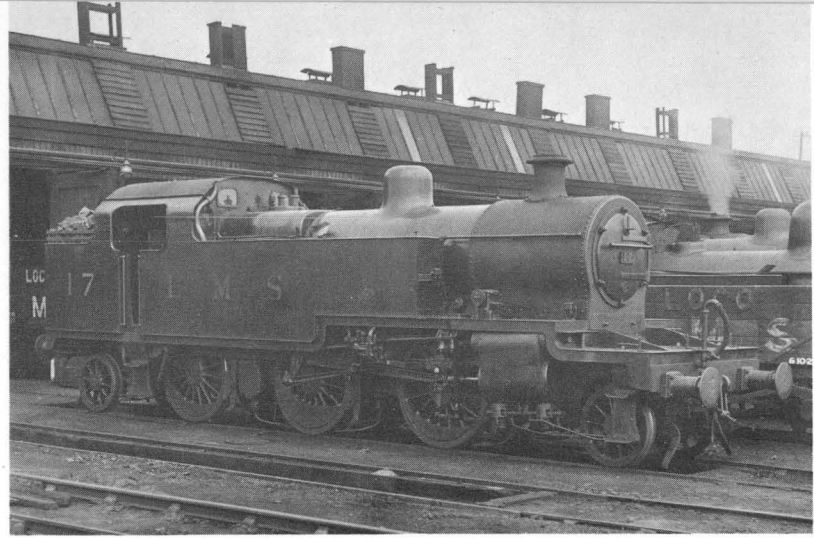
RIGHT: A "Royal Scot" by night, No 6111 *Royal Fusilier* stands in platform two at Euston after arrival with an express from Glasgow, winter 1937. From about 1936 all the "Royal Scots" were gradually coupled with Stanier tenders which much improved their looks. *[E. E. Smith*



ABOVE: Fowler class 7F 0-8-0 No 9634 heads west over Luddendenfoot troughs with a coal train on the former L.YR Calder Valley main line, September 7, 1945. These engines earned themselves the nickname "Austin Sevens" amongst enginemen.

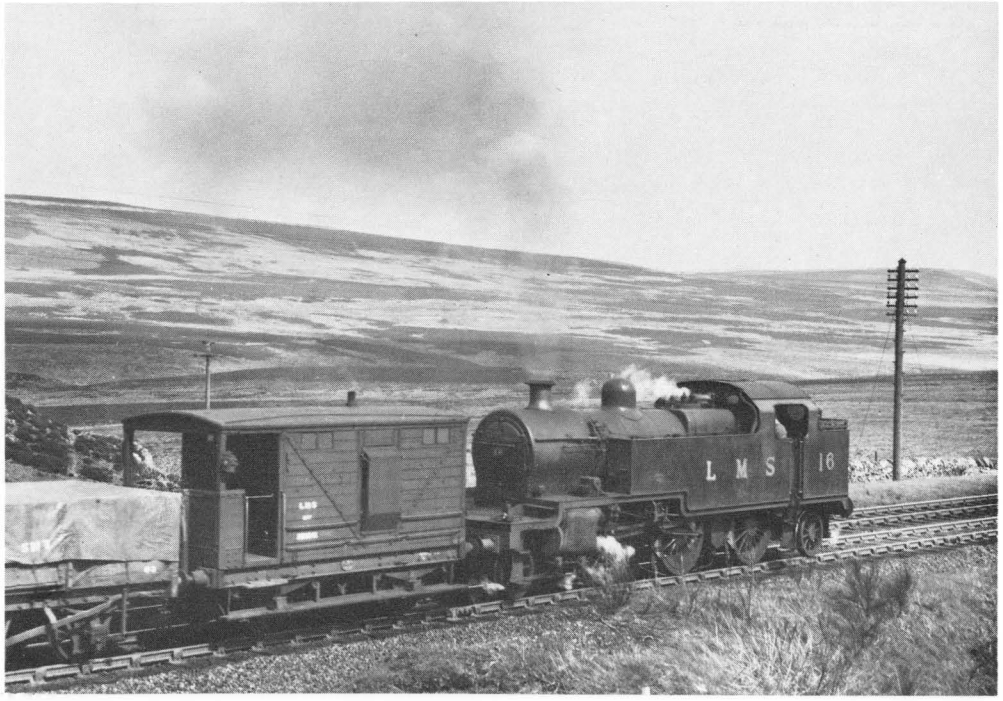
[E. R. Wethersett

BELOW: An "Austin Seven", No 9504, is seen in full cry attacking the 1 in 200 gradient out of Nottingham to Edwalton with a Toton – Brent coal train in the mid 1930s. Introduced in 1929 a total of 175 engines of this class were built. *[T. G. Hepburn*



UPPER LEFT: Fowler class 3P 2-6-2T No 17 stands outside Crewe South shed in the late 1930s. The seventy engines of this class, first introduced in 1930, were originally numbered 15500 – 15569 and were renumbered 1 - 70 from 1934.

[T. G. Hepburn



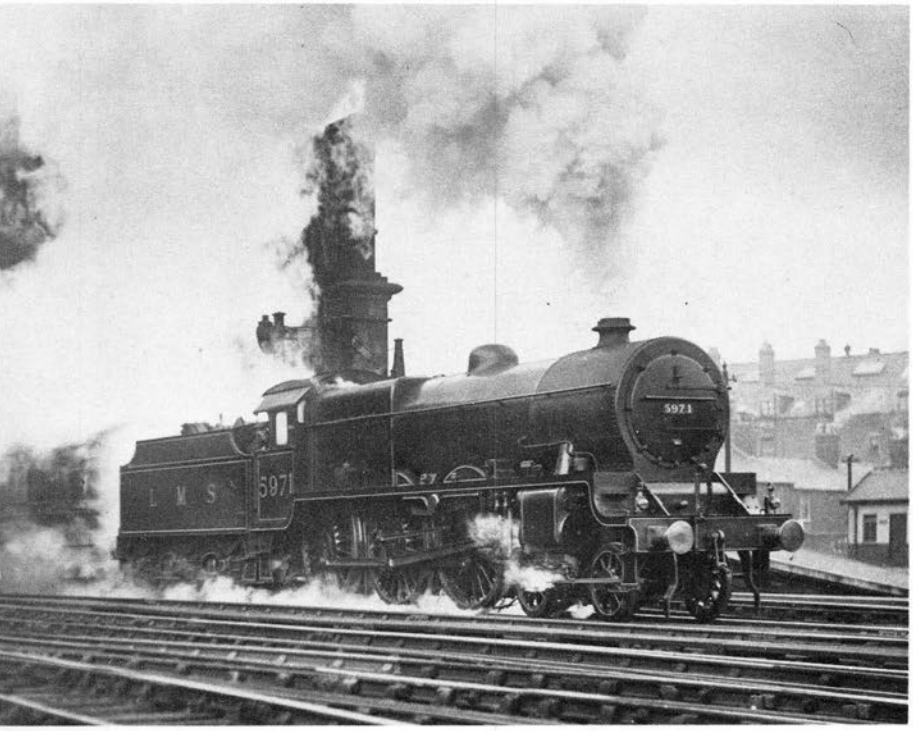
ABOVE: Push and pull fitted class 3P 2-6-2T No 20 waits to leave Stanmore with the branch auto train for Harrow & Wealdstone in the mid 1930s.

[C. R. L. Coles

LEFT: Class 3P 2-6-2T No 16 banks a northbound freight at Shap Wells in the summer of 1950. There were two of these engines shedded at Tebay for banking duties on Shap at this time. *[E. E. Smith*

BELOW: Of the seventy Fowler class 3P 2-6-2Ts, twenty were fitted with condensing apparatus for working through the tunnels on the Metropolitan widened lines. Here No 15530, later renumbered 31, poses at Kentish Town in company with examples of two previous generations of MR condensing tank, Johnson class 1P 0-4-4T No 1377 and Kirtley class 1P 0-4-4T No 1219 on September 2, 1933. *[T. G. Hepburn*

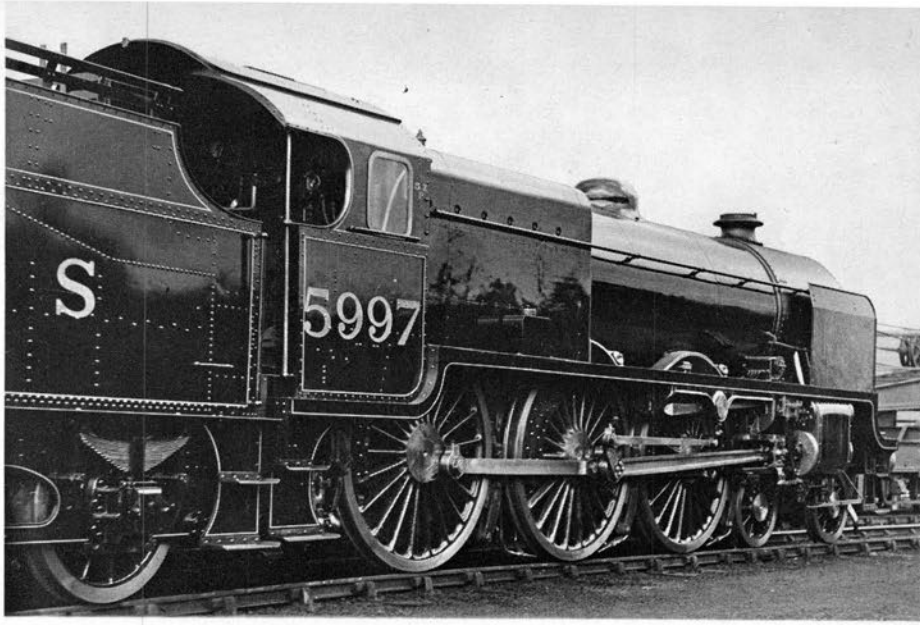
ABOVE: In 1928 twenty LNWR "Claughton" four-cylinder 4-6-0s were fitted with larger boilers in an attempt to improve them and to provide a good understudy for the "Royal Scot" 4-6-0s. One of these engines, class 5XP 4-6-0 No 6004 *Princess Louise* passes Tring with the down "Midday Scot" about 1931. These reboilered "Claughtons" did not prove entirely satisfactory and in 1930 Derby rebuilt two more with the same large boiler but with a completely new three-cylinder chassis based on that of the "Royal Scot" class. *[F. R. Hebron*



LEFT: The first of the three-cylinder "Claughton" rebuilds, No 5971 departs from Carlisle with the up "Thames Clyde Express" in 1931. These engines were at first nicknamed "Baby Scots" but when the name *Patriot* was transferred from a withdrawn "Claughton" to No 5971 they officially became known as the "Patriot" class. From 1933 fifty more were built of which all but the last ten were nominally regarded as rebuilds and carried the numbers of the engines they had replaced.

[F. R. Hebron

RIGHT: Brand new out of Derby Works is No 5997 photographed in 1933. Later named *Sir Herbert Walker, K.C.B.* it was the last of twelve "Patriots" turned out by Derby. *[T. G. Hepburn*



BELOW: "Patriot" class 5XP 4-6-0 No 6011 *Illustrious* coasts down the 1 in 200 from Edwalton towards Nottingham with a St. Pancras — Leeds express in 1934. The empty milk tanks are bound for Appleby. *[T. G. Hepburn*

5521
L M S

W 730 Q
L M S
5526

ABOVE: A grimy "Patriot" class 5XP three-cylinder 4-6-0 No 5511 *Isle of Man* climbs through Lime Street Cutting with a Liverpool – Birmingham express. From 1934 the "Patriots" were renumbered 5500 – 5551 in the order of construction, the last ten being built with those numbers. *[Eric Treacy*

UPPER LEFT: One of the well kept Bushbury "Patriots", No 5521 *Rhyl* waits to leave Birmingham New Street with an express for Manchester London Road on May 7, 1938. *[L. Hanson*

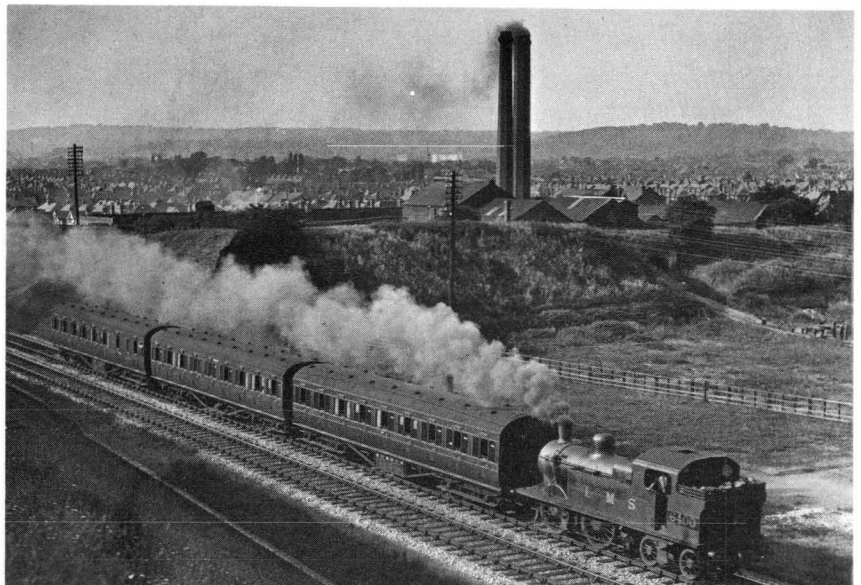
LOWER LEFT: An express from Birmingham arrives at Euston behind "Patriot" 4-6-0 No 5525 *Colwyn Bay* in 1938. *[C. R. L. Coles*

ABOVE: Another beautifully turned out Bushbury "Patriot", No 5526 *Morecambe and Heysham* passes Hillmorton with a Birmingham – Euston "two hour" express in 1935. *[F. R. Hebron*

BELOW: "Patriot" 4-6-0 No 5933, which was later to become No 5521 *Rhyl,* is seen taking water at Kentish Town, at that time its home shed on September 2, 1933. *[E. R. Wethersett*

5933
L M S
5933

ABOVE: Class 2P 0-4-4T No 6409 nears Brickett Wood with the 7.38 p.m. Watford – St. Albans auto train on June 13, 1937. The ten engines of this class appeared in 1932 after William Stanier had taken over as CME of the LMS. However it is obvious that the design dates from the Fowler era. *[K. A. C. R. Nunn, courtesy LCGB*



RIGHT: Another class 2P 0-4-4T No 6400 bustles along with a Nottingham – Melton Mowbray local on the outskirts of Nottingham in the mid 1930s. These engines were renumbered 1900 – 1909 in 1946 to make way for the new Ivatt class 2F 2-6-0s.

[T. G. Hepburn

LEFT: Another non Stanier design to appear in 1932 were the five class OF 0-4-0STs of Kitson origin. No 7002 is seen shunting at Edge Hill in the late 1930s. Originally numbered 1540 – 1544 they became 7000 – 7004 from 1934 and a further five engines were built by BR at Horwich in 1953-54. *[Eric Treacy*

BELOW: Class 2P 0-4-4T No 6401 is seen on arrival at Nottingham Midland with a train from Derby in 1933. The twelve wheel dining car which has come empty from Derby to form an express to St. Pancras, No 97, is a Reid MR design of which only two others were built and both of those for the M & GSW joint service. Three Clayton MR clerestory coaches are next to the dining car.

[T. G. Hepburn

6200
L M S

UPPER LEFT: The first Stanier locomotive to enter service was "Princess Royal" class 7P four-cylinder Pacific No 6200 *The Princess Royal* which emerged from the erecting shops at Crewe in June 1933. *The Princess Royal,* allocated to Camden and carrying a Caledonian route indicator, heads the up "Royal Scot" south of Tring in 1934. The first two "Princess Royals" were coupled with new tenders of distinctly Midland appearance. *[F. R. Hebron*

LEFT: Two years later *The Princess Royal* roars north over Bushey troughs with the down "Merseyside Express" from Euston to Liverpool Lime Street on June 20, 1936. No 6200 has now acquired a Stanier tender of 9 tons coal capacity and 4,000 gallons water. The second coach is one of five First class lounge brakes built at Derby in 1928 and regularly used in the "Merseyside Express". *[E. R. Wethersett*

ABOVE: A post war view of No 6200 *The Princess Royal,* now allocated to Edge Hill, taking water from Bushey troughs with the 10.30 am Euston — Liverpool express in 1947. The engine has now acquired a domed boiler and has the final 10 ton, 4,000 gallon tender allocated to the class. *[F. R. Hebron*

6202

UPPER LEFT: The third prototype "Princess Royal" Pacific was turned out in 1935 as the unique Stanier/Metropolitan-Vickers turbine locomotive. No 6202 the "Turbomotive" as it became known, accelerates away from Mossley Hill with the up "Merseyside Express" in the late 1930s. *[Eric Treacy*

LOWER LEFT: The "Turbomotive" No 6202 purrs south near Brinklow with the up "Merseyside Express" in 1937. This view shows the casing enclosing the small reverse turbine mounted next to the smokebox. A larger reverse turbine was later fitted as the original proved inadequate. The "Turbomotive" was rebuilt as a conventional Pacific in 1952 and was named *Princess Anne,* but sadly the engine was written off after being involved in the Harrow & Weadstone disaster later that year. *[T. G. Hepburn*

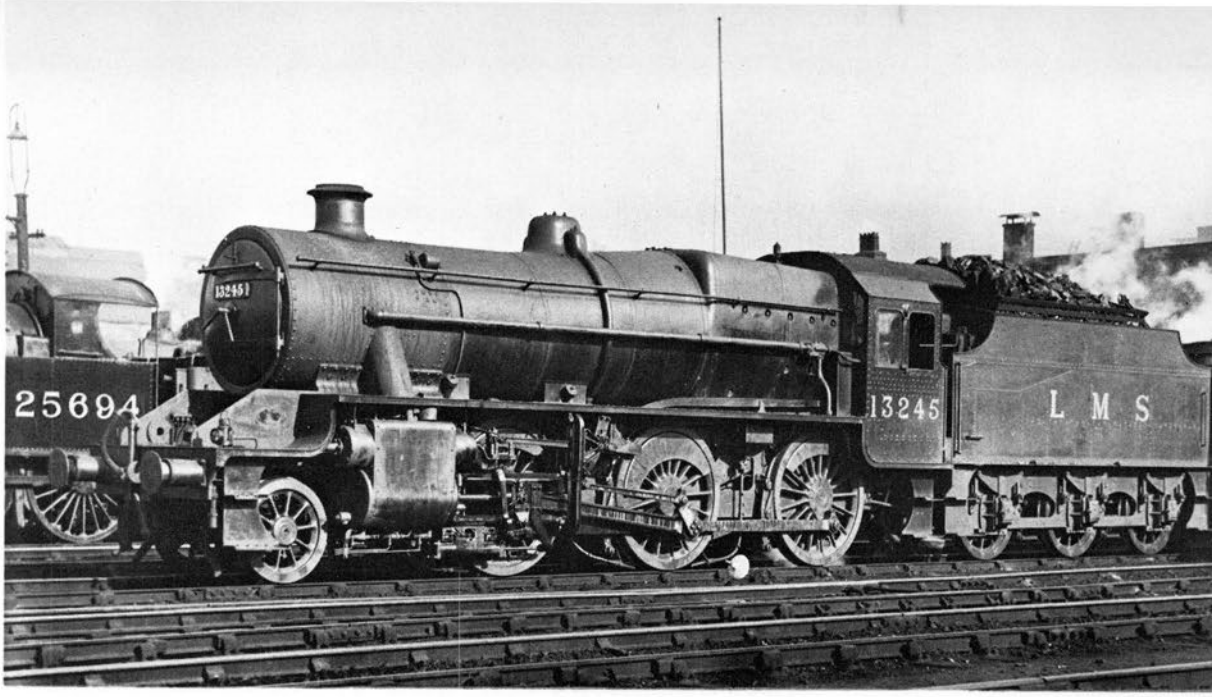
ABOVE: Also in 1935 ten more "Princess Royal" Pacifics appeared from Crewe bringing the total for the class to twelve plus the turbine engine. No 6206 *Princess Marie Louise* storms past Edge Hill No 2 box with the up "Merseyside Express" in the late 1930s. *[Eric Treacy*

ABOVE: "Princess Royal" Pacific No 6212 *Duchess of Kent* sweeps through Elvanfoot at the beginning of the final 1 in 99 to Beattock Summit with the southbound "Midday Scot" in 1936. Note the Derby style lugs securing the smokebox door of No 6212. *[F. R. Hebron*

BELOW: Stanier "Princess Royal" class 7P 4-6-2 No 6205 *Princess Victoria* makes a dramatic sight as it heads out of the late autumn sunshine in 1935 near Bourne End box, south of Berkhamsted with the 10.30 am Euston — Liverpool Lime Street express. *[F. R. Hebron*

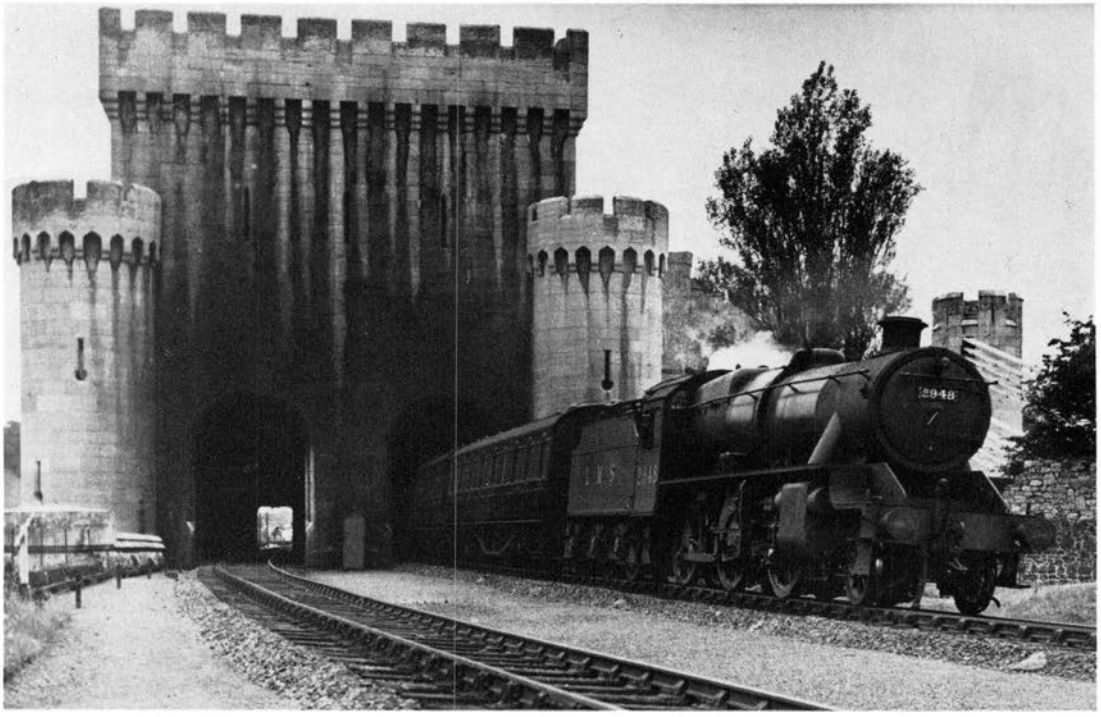
Stanier "Princess Royal" class 7P 4-6-2 No 6209 *Princess Beatrice* departs from Carlisle with a Glasgow – Birmingham express in the late 1930s. The "Princess Royals" together with the later "Coronation" Pacifics became class 8P in 1951. *[Eric Treacy*

The driver of "Princess Royal" Pacific No 6206 *Princess Marie Louise* makes liberal use of the sanding gear on restarting from Rugby with the down "Midday Scot" about 1936. *[T. G. Hepburn*



The second Stanier engine to emerge from Crewe Works in 1933 was class 4F 2-6-0 No 13245 seen here on Crewe South shed in 1934. It was the first of forty engines which were the Stanier version of the Hughes/Fowler "Crab". Note the top feed casing which also encloses the safety valves. *[T. G. Hepburn*

Stanier class 5F 2-6-0 No 2948, formerly 13248, emerges from the Conway Tubular Bridge with the 2.45 pm Bangor — Llandudno Junction local on June 6, 1948. The safety valves have been moved back to the conventional LMS position. The power classification was increased on these engines in the same way as on the Horwich Moguls. *[E. D. Bruton*



ABOVE: Stanier "Jubilee" class 5XP 4-6-0 No 5593, later named *Kolhapur,* pulls away from Oxenholme on the main line with a down milk train in 1935. *Kolhapur,* built by The North British Locomotive Company, is at the time of writing preserved at Tyseley. *[F. R. Hebron*

UPPER RIGHT: Another milk train, headed by "Jubilee" 4-6-0 No 5576, later named *Bombay,* takes water from Bushey troughs as it approaches the London suburbs on July 6, 1935. *[E. R. Wethersett*

LOWER RIGHT: "Jubilee" 4-6-0 No 5574, later named *India,* roars past Kilburn High Road with the Sunday 12.35 pm down "Lancastrian" on September 9, 1935. A total of 191 "Jubilees" were built in the three years 1934 – 1936. *[E. R. Wethersett*

5576

ABOVE: In 1935 "Jubilee" 4-6-0 No 5642 exchanged identities with the first member of the class and was specially turned out in a gloss black livery with all the brightwork, top feed cover, steam pipes and raised numbers chrome plated. At the same time the engine was named *Silver Jubilee* in honour of King George V's Silver Jubilee. No 5552 *Silver Jubilee* is seen at Nottingham Midland whilst making a tour of the LMS system in 1935. *[T. G. Hepburn.*

BELOW: In contrast to Silver Jubilee above, No 5612 *Jamaica* now fitted with a domed boiler and coupled with a narrow high sided tender, waits to leave Nottingham Midland with a Leeds — St. Pancras express in the late 1930s. Only ten of these high sided tenders were built and were at first placed behind "Jubilees" Nos 5607 — 5616. *[T. G. Hepburn.*

L M S
5612
5612

29

ABOVE: "Jubilee" class 4-6-0 No 5574, later named *India,* nears Rugby at Hillmorton with a Euston — Manchester express in 1935. The line from Northampton can be seen on the left. *[F. R. Hebron*

BELOW: A heavy empty passenger train heads east over the Calder Valley main line towards Mytholmroyd behind "Jubilee" class 4-6-0 No 5710 *Irresistible* on August 18, 1947. *[E. R. Wethersett*

ABOVE: In 1934 Stanier's three-cylinder taper boiler version of the Fowler class 4P 2-6-4T was introduced, primarily for use on the LT & S line. No 2504 leaves Watford Tunnel on the slow line with a Euston – Bletchley stopping train on August 5, 1935. The thirty-seven engines of this class were all built at Derby in 1934, the first twenty-four having cab doors in the style of the final batch of Fowler 2-6-4Ts. *[E. R. Wethersett*

UPPER RIGHT: Stanier class 4P three-cylinder 2-6-4T No 2534 approaches Southend running bunker-first with a stopping train from Fenchurch Street via Upminster on August 17, 1936. *[E. R. Wethersett*

LOWER RIGHT: The three-cylinder 2-6-4Ts did not show any great superiority over the Fowler engines and in 1935 Stanier brought out his two-cylinder 2-6-4T of which 206 were built between 1935 and 1943. Class 4P 2-6-4T No 2600 climbs away from Sandy Station beside the Great Northern main line with a Cambridge – Bletchley train on May 1, 1937. *[L. Hanson*

SOUTHEND
VIA UPMINSTER

L M S

2553

Stanier class 4P two-cylinder 2-6-4T No 2553 enters Nottingham Midland with the empty stock for a Derby train in the late 1930s. No 2553 was one of 73 of this class built by The North British Locomotive Company in 1936 – 1937. *[T. G. Hepburn*

LEFT: Stanier class 5P5F 4-6-0 No 5032, allocated to Gloucester, climbs the Lickey incline in 1935 with a Bristol Temple Meads – Birmingham New Street train. No 5032 was from the first batch of the ubiquitous "Black Fives" built by the Vulcan Foundry in 1934 – 1935 and differs from the first batch of Crewe built engines in that the pipes to the top feed are not recessed into the boiler lagging and there is no step plate under the smokebox door, both features were later modified to conform with the Crewe built engines.

[F. R. Hebron

BELOW: Stanier "Black Five" No 5091 leaves Willesden Junction with an up excursion train on March 22, 1936. Note the close spacing of the 'LMS' on the tender – an odd feature of earlier engines of this class which continued in production, with certain variations and experimental modifications, until 1951 by which time no less than 842 had been built. *[E. R. Wethersett*

ABOVE: A Liverpool Lime Street — Crewe train departs from Edge Hill behind Stanier class 5 4-6-0 No 5148 in the late 1940s. The class became plain class 5 in 1946. This engine carries the 1946 style of numbering/lettering and has acquired a domed boiler in place of its original domeless one. *[Eric Treacy*

ABOVE: How to tell the difference! On the left stands Stanier class 5P5F 4-6-0 No 5379, built by Armstrong Whitworth and painted in the short lived 1936 livery, and on the right stands "Jubilee" class 5XP 4-6-0 No 5595 *Southern Rhodesia* photographed at the south end of Crewe Station in 1939. *[T. G. Hepburn*

RIGHT: "Black Five" 4-6-0 No 5040 passes Sheet Stores Junction on the approach to Derby with a stopping train from Nottingham on June 4, 1938. This view clearly shows the taller chimney fitted to the earlier engines which No 5040 retains despite having its early non-standard Vulcan Foundry features and domeless boiler replaced (see No 5032 on page 74 for comparison). *[J. P. Wilson*

BELOW: Stanier class 5P5F 4-6-0 No 5346 heads a Bangor — Chester stopping train past Penrhyn Siding with Bethesda Junction visible in the distance in the late 1930s. *[Eric Treacy*

5346

LEFT: Stanier class 3P 2-6-2T No 98 has just crossed Tongland Viaduct over the River Dee with a Kirkcudbright – Dumfries train in 1936. A total of 139 of these handsome little engines were built between 1935 and 1938.

[F. R. Hebron

BELOW: Class 3P Prairie tank No 137 enters Motherwell with a semi-fast from Glasgow Central on August 2, 1938. These engines, based on the Fowler parallel boiler 2-6-2T of 1930, were not the most successful of Stanier's designs and six were later fitted with larger boilers in an effort to improve their performance. *[L. Hanson*

ABOVE: Stanier class 3P 2-6-2T No 155 makes a pleasing sight as it accelerates away from Potters Bar with a Broad Street train on May 13, 1939. The low roof Bain MR compartment stock was a great improvement over the antiquated NLR four-wheelers and its comfort doubtless surpassed that of the Gresley articulated stock the LNER used on GN suburban services. *[J. G. Dewing*

RIGHT: One of the six class 3P 2-6-2Ts fitted with larger boilers, No 163 enters Nottingham Midland with empty stock from the carriage sidings in 1947. This reboilering did little to improve the engines.
[T. G. Hepburn

LEFT: It is not always appreciated that the class 8F 2-8-0s were numerically the largest class of Stanier engines with 852 constructed between 1935 and 1945. This is because only 666 eventually came into BR stock. Many 8Fs were built for War Department use during World War II and others were requisitioned from the LMS for war service. Many of these engines were never to return, either being written off during hostilities or were taken into stock on a Middle Eastern railway. At the time of writing in 1972 some 8Fs survive in Turkey and Iraq. No 8069 climbs away from Nottingham on the Melton Mowbray line with a Toton — Brent coal train in June 1938.

[T. G. Hepburn

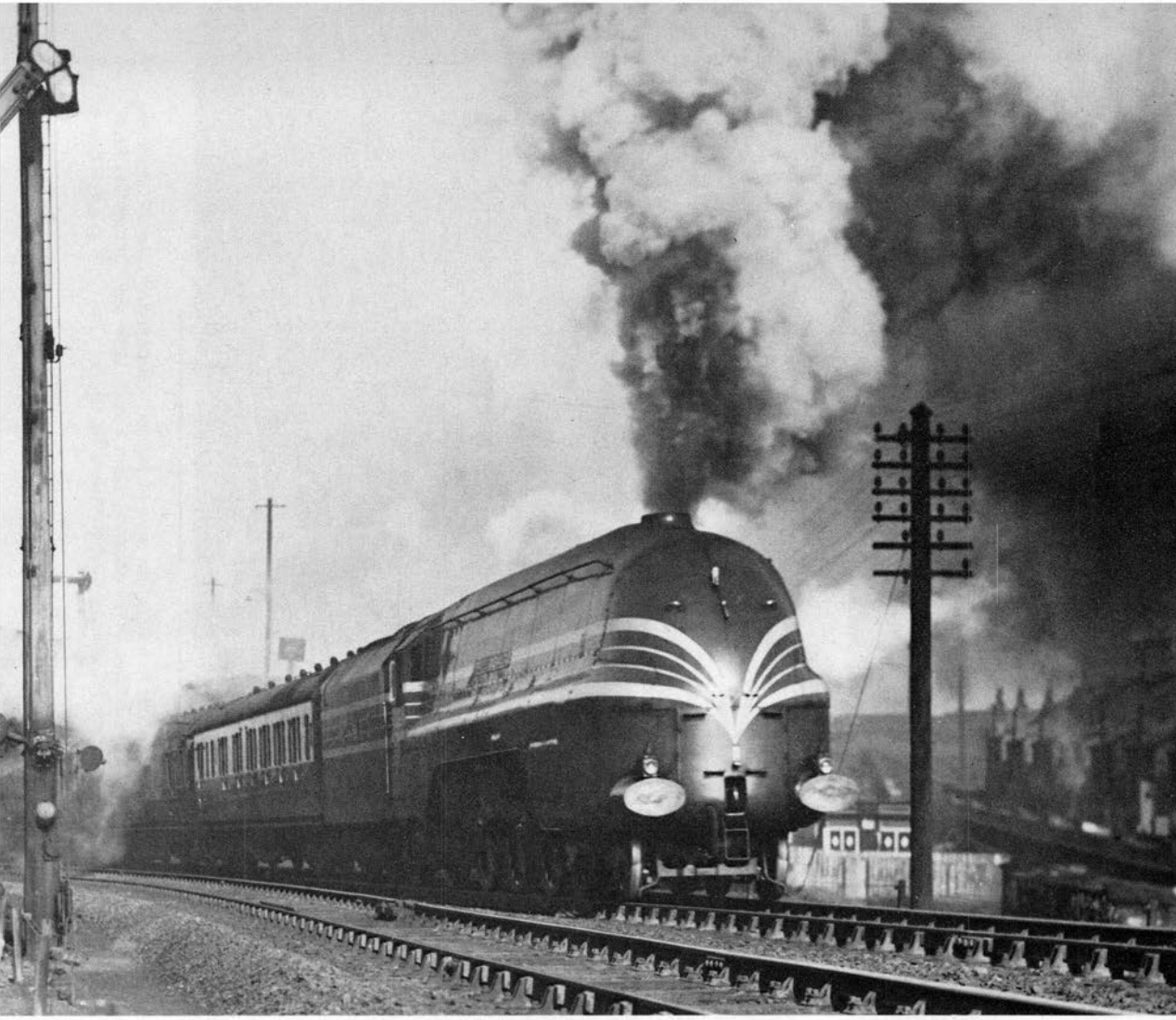
BELOW: Stanier 8Fs were built by the other three major railway companies in Britain towards the end of the war and Swindon built No 8460 leans to the curve at Mytholmroyd soon after taking water from Luddendenfoot troughs with a westbound coal train on August 18, 1947

[E. R. Wethersett

8460

Stanier class 8F 2-8-0 No 8051 heads a down freight past Mill Hill in August 1937. The first twelve engines of this class had domeless boilers at first and were classified 7F. *[J. G. Dewing*

LNWR class 6F 0-8-0 No 9060 and class 8F 2-8-0 No 8136 make an unexpected sight as they take water from Bushey troughs on the down main line with a northbound train of empty coal wagons in 1947. *[F. R. Hebron*



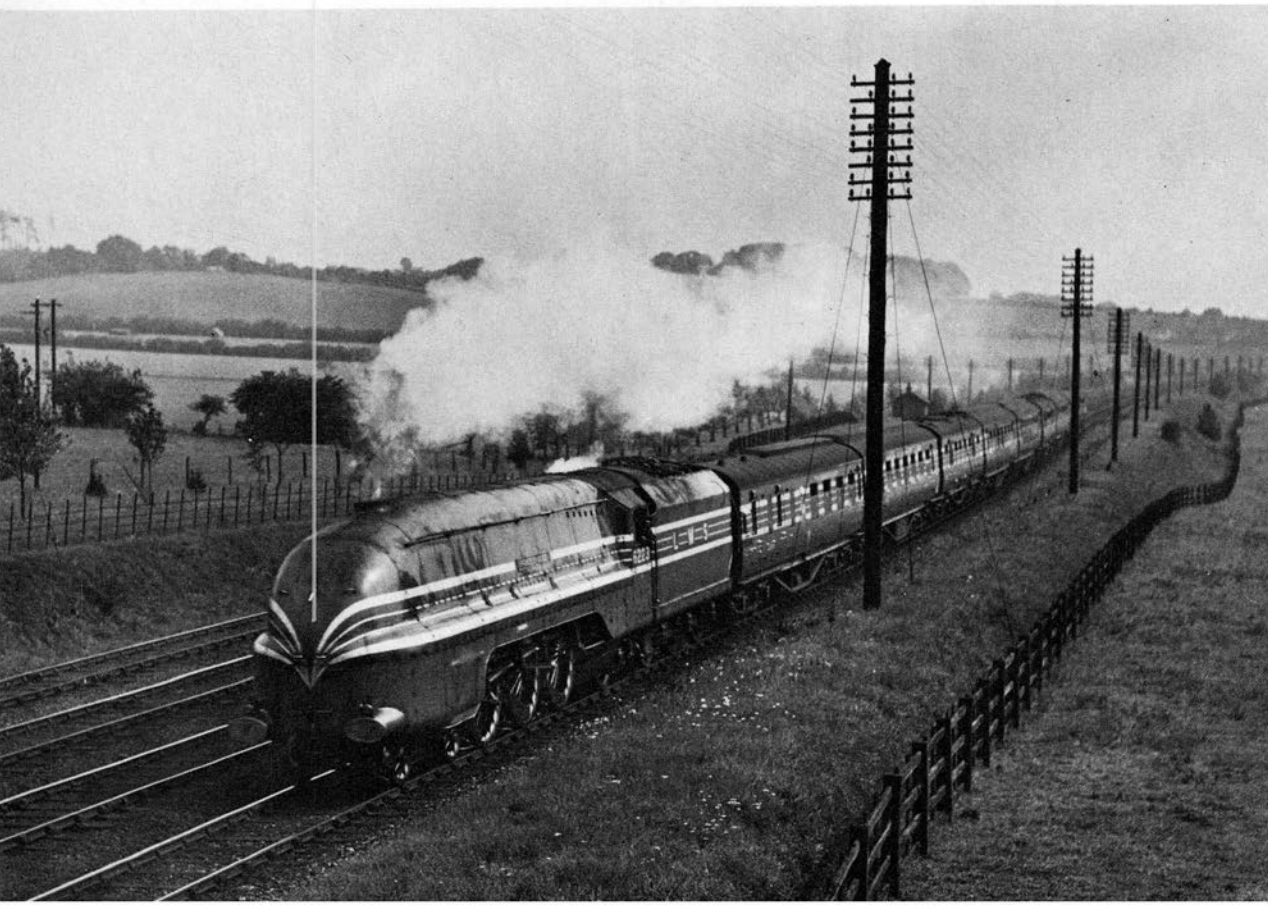
Stanier "Coronation" class 7P Pacific No 6224 *Princess Alexandra* storms round the curve at Wavertree as it heads out of Liverpool with a West of England express in the late 1930s. No 6224 was the last of five "Coronation" Pacifics built in 1937 and painted in a blue and silver livery for working the "Coronation Scot" between Euston and Glasgow. *[Eric Treacy*

ABOVE: The prototype class 7P 4-6-2 No 6220 *Coronation* is drawn into Euston Station on June 24, 1937 for exhibition prior to the trial run of the "Coronation Scot" five days later. *[E. R. Wethersett*

BELOW: A striking rear view of Stanier "Coronation" class 7P Pacific No. 6223 *Princess Alice* departing from Euston with the "Coronation Scot" express for Glasgow Central on July 16, 1937. *[J. P. Wilson*

6223
L M S

6235

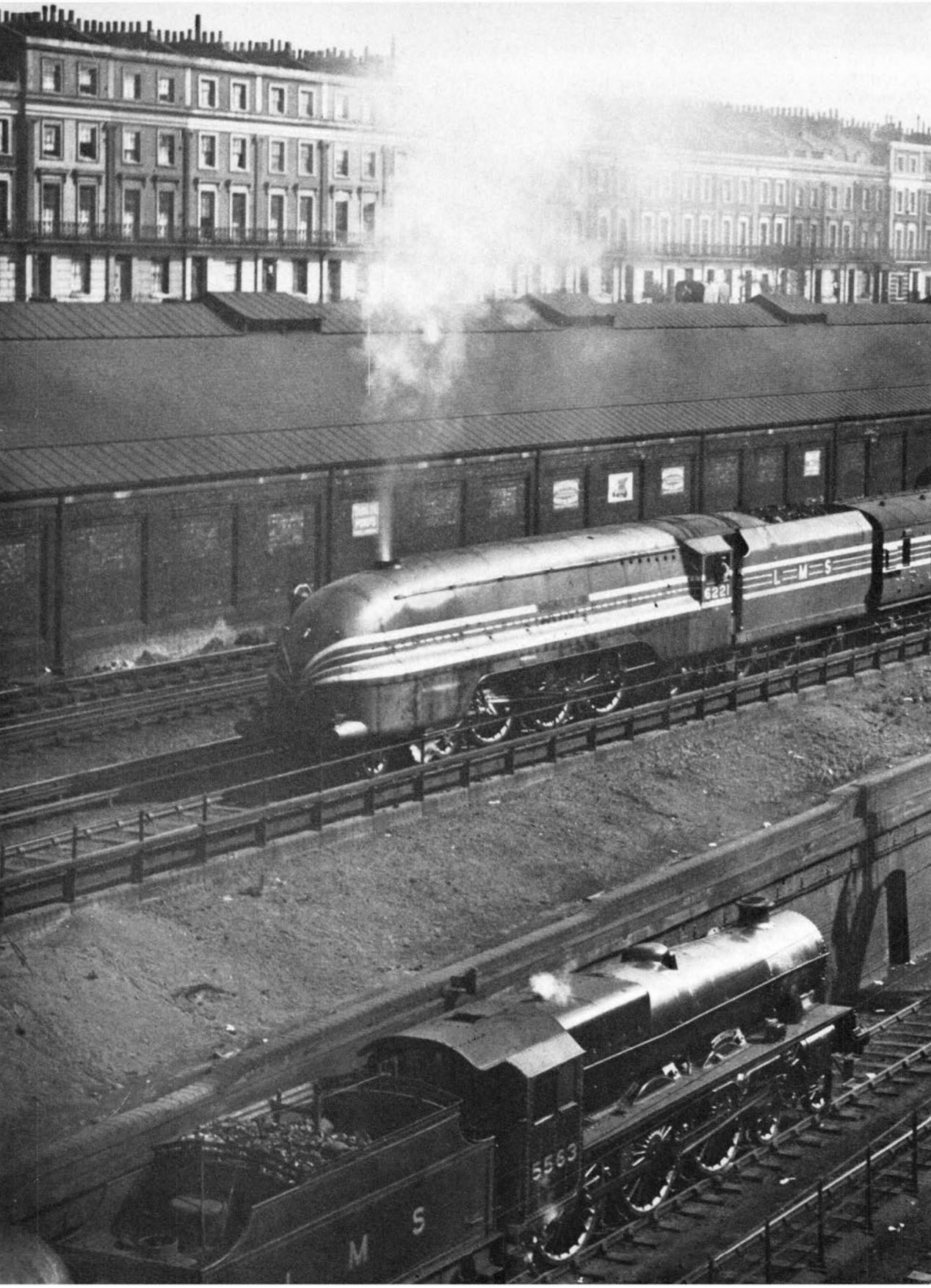


ABOVE: In 1938 ten more Stanier "Coronation". class Pacifics were built, the first five including No 6227 *Duchess of Devonshire* seen soon after leaving Northchurch Tunnel with the down "Midday Scot" on August 23, 1938, were streamlined but were painted in a crimson lake and gilt livery. *[E. R. Wethersett*

UPPER LEFT: The other five "Coronation" 4-6-2s turned out in 1938, Nos 6230 – 6234, were not streamlined and are considered by many people to have been the best looking engines ever built by the LMS. No 6233 *Duchess of Sutherland* climbs the 1 in 172 near Calthwaite with the up "Midday Scot" in 1939. *[E. E. Smith*

LOWER LEFT: Blue and silver "Coronation" Pacific No 6223 *Princess Alice* heads north towards Tring at Northchurch with the down "Coronation Scot" on August 23, 1938. Between 1939 and 1948 a further twenty-three "Coronation" Pacifics were built, the last nine were not streamlined. The final pair were a modified design by H. A. Ivatt. *[E. R. Wethersett*

OVERLEAF: The "Coronation Scot" climbs Camden bank out of Euston behind Stanier "Coronation" class 4-6-2 No 6221 *Queen Elizabeth* on September 23, 1938. In the foreground "Jubilee" 4-6-0 No 5563 *Australia* backs up the hill to Camden shed. *[E. R. Wethersett*


L M S
6221
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ABOVE: Stanier class 7P 4-6-2 No 6252 *City of Leicester* heads a down express from Euston at Kenton on April 26, 1947. Built in 1944, No 6252 was one of the final nine non-streamlined "Coronation" Pacifics. *[E. R. Wethersett*

RIGHT: "Coronation" Pacific No 6254 *City of Stoke-on-Trent* departs from Carlisle with the 1.45 pm Glasgow – Euston express on April 20, 1949 as the crew of "Black Five" 4-6-0 No 5450 look on. After experiments with a double chimney on No 6234 all engines from No 6235 onwards were built with double chimneys and the earlier engines altered to conform. *[Gavin L. Wilson*

BELOW: From 1946 the streamlined casing was removed from the "Coronation" Pacifics and de-frocked No 6241 *City of Edinburgh* approaches Northchurch Tunnel with the up "Royal Scot" on June 17, 1947. Note the sloping top edge of the smokebox, a feature of the former streamlined engines which only gradually disappeared as the smokeboxes wore out. *[E. R. Wethersett*

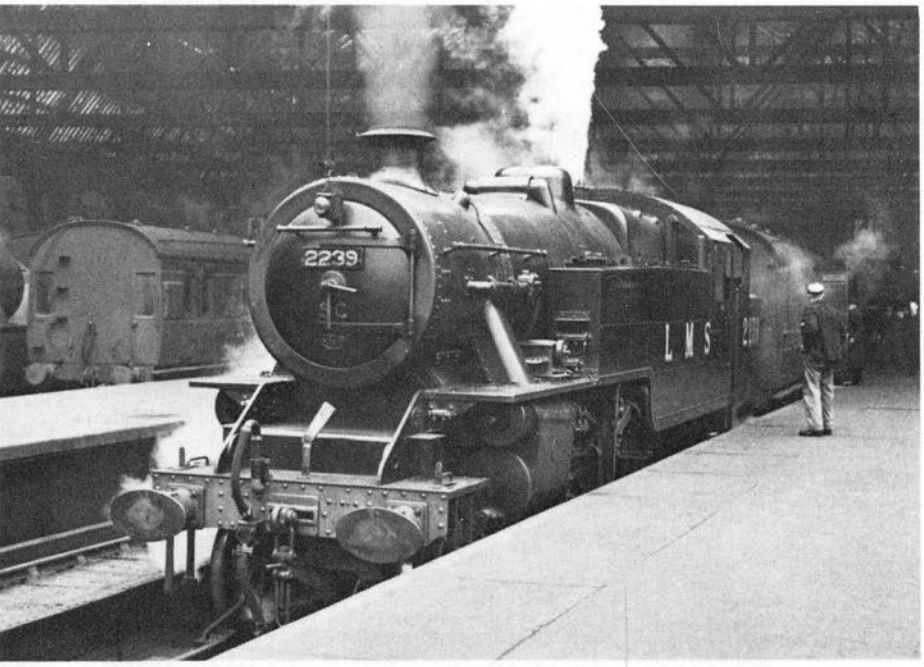
6254

ABOVE: "Converted Royal Scot" class 6P 4-6-0 No 6146 *The Rifle Brigade* passes Tring with a Liverpool — Euston express in 1947. The rebuilding of the "Royal Scots" stemmed from the taper boiler rebuild of Fowler's high-pressure 4-6-0 No 6399 *Fury* by Stanier in 1935.

[F. R. Hebron

BELOW: "Converted Royal Scot" 4-6-0 No 6122 *Royal Ulster Rifleman* climbs Camden bank with a Euston — Liverpool and Manchester express in 1947. It took from 1943 to 1955 to treat all the "Royal Scots". Eighteen "Patriot" and two "Jubilee" 4-6-0s were similary dealt with. *[F. R. Hebron*

6122
6122
L N S



LEFT: In 1944 Charles Fairburn officially took over from Stanier as CME of the LMS though he had been acting in that capacity since 1942 when Stanier had been appointed to a government post to help in the war effort. In 1945 Fairburn brought out his version of the class 4P 2-6-4T and a total of 277 were built. No 2239 waits to leave Glasgow Central with a Burnside train in 1947. *[Gavin L. Wilson*

BELOW: Fairburn class 4P 2-6-4T No 2268 heads away from Carstairs near Carnwath with a train for Edinburgh Princes Street in 1949. The final forty-one engines of this class were built at Brighton in 1950 – 1951 for use on the Southern Region of British Railways. *[E. E. Smith*

RIGHT: H. G. Ivatt took over as CME in 1945 for the final three years of the LMS. In that time he produced three new steam designs all of which were to continue under construction by BR. Introduced in 1946, class 2P 2-6-2T No 1205 leaves Idridgehay with an evening train for Wirksworth on May 12, 1947. A total of 130 of these snappy little engines were built, the last appearing in 1952. *[J. C. Flemons*

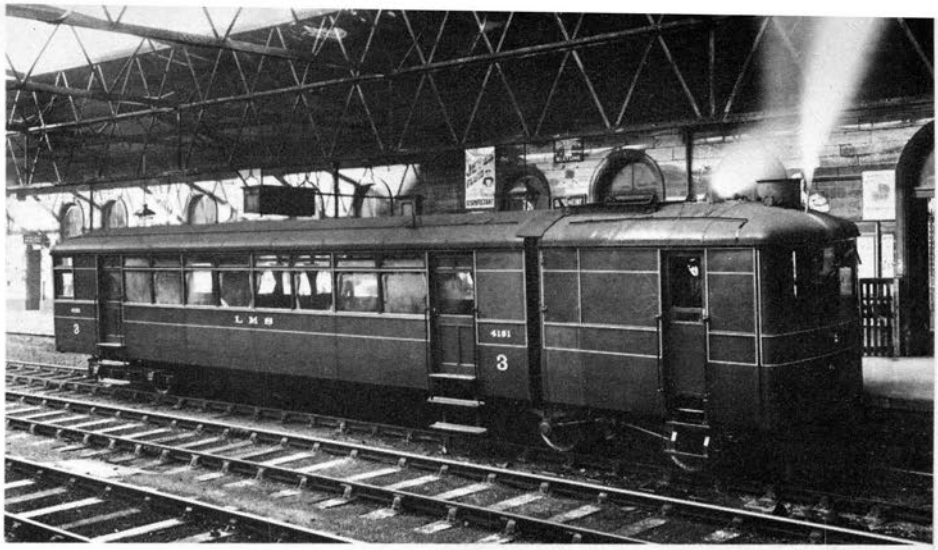
BELOW: The tender engine version of H. G. Ivatt's 2-6-2T was the class 2F, later 2MT, 2-6-0 of which 128 examples were built up to 1953, the last two batches appearing from Darlington and Swindon. No 6416 leaves Nottingham Victoria with a Mansfield train on June 24, 1948 whilst on trial on the former Great Central.
[J. P. Wilson

ABOVE: December 12, 1947 saw the unveiling at Euston of Britain's first main line diesel-electric locomotive, LMS 1600 b.h.p Co-Co No 10000 which was designed by H. G. Ivatt in collaboration with English-Electric and was built at Derby. No 10000 is seen passing Elstree with the 2.15 pm St. Pancras – Manchester express on February 25, 1948 *[E. R. Wethersett*

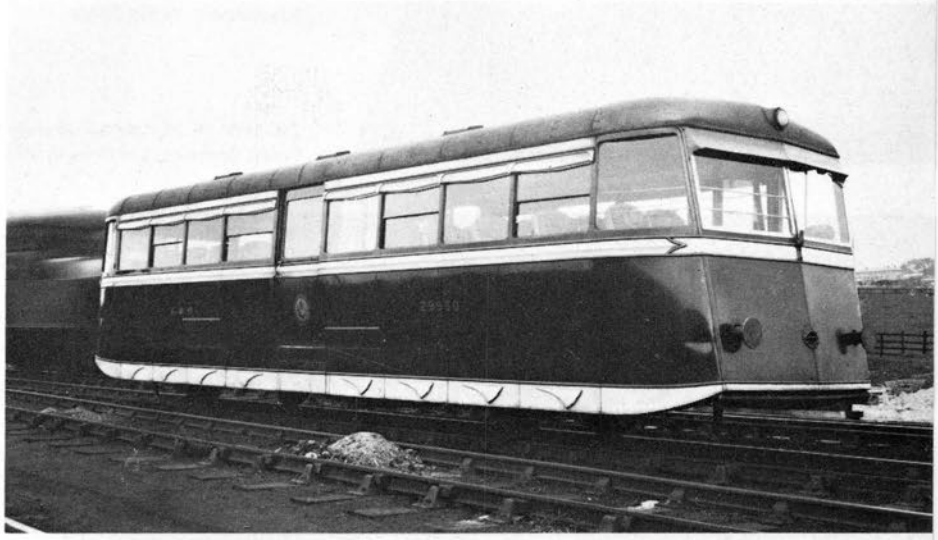
LEFT: No 10000 in company with its twin sister No 10001 depart from Euston in pouring rain on June 1, 1949 on a hoped for non-stop test run to Glasgow with a sixteen coach, 506 ton train.

[Photographic News Agencies

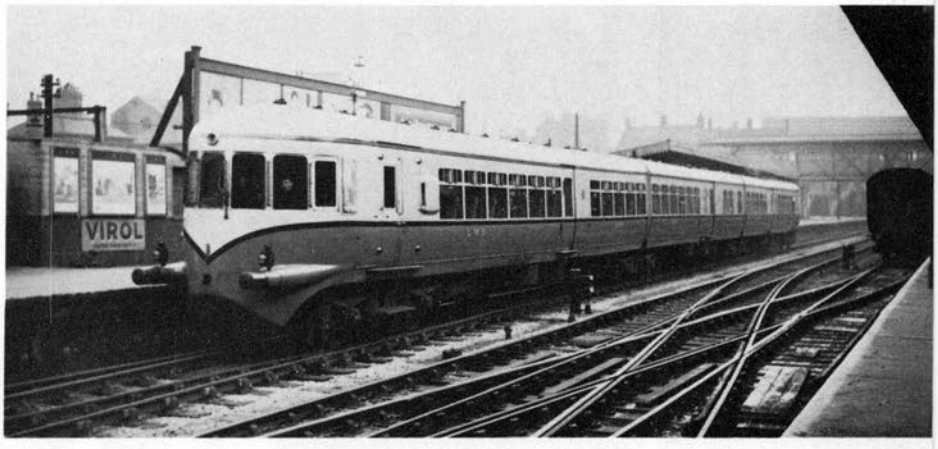
UPPER RIGHT: Sentinel articulated steam railcar No 4151, one of thirteen supplied to the LMS in 1926 – 1927, stands in Hamilton Central Station in the late 1920s. They were very short lived being withdrawn by the end of 1937.
[Locomotive Publishing Co.



CENTRE RIGHT: In 1934 the LMS placed three Leyland four-wheel railcars in service and the first of these, No 29950 is illustrated. They survived until 1951.
[Locomotive Publishing Co.



LOWER RIGHT: The experimental three car articulated diesel train built in 1938 is seen on arrival from Bedford at Nottingham Midland on March 25, 1939. This rather French looking set only saw a few months revenue earning service in 1939 until the outbreak of war brought the experiment to an end.
[J. P. Wilson



Men of the LMS

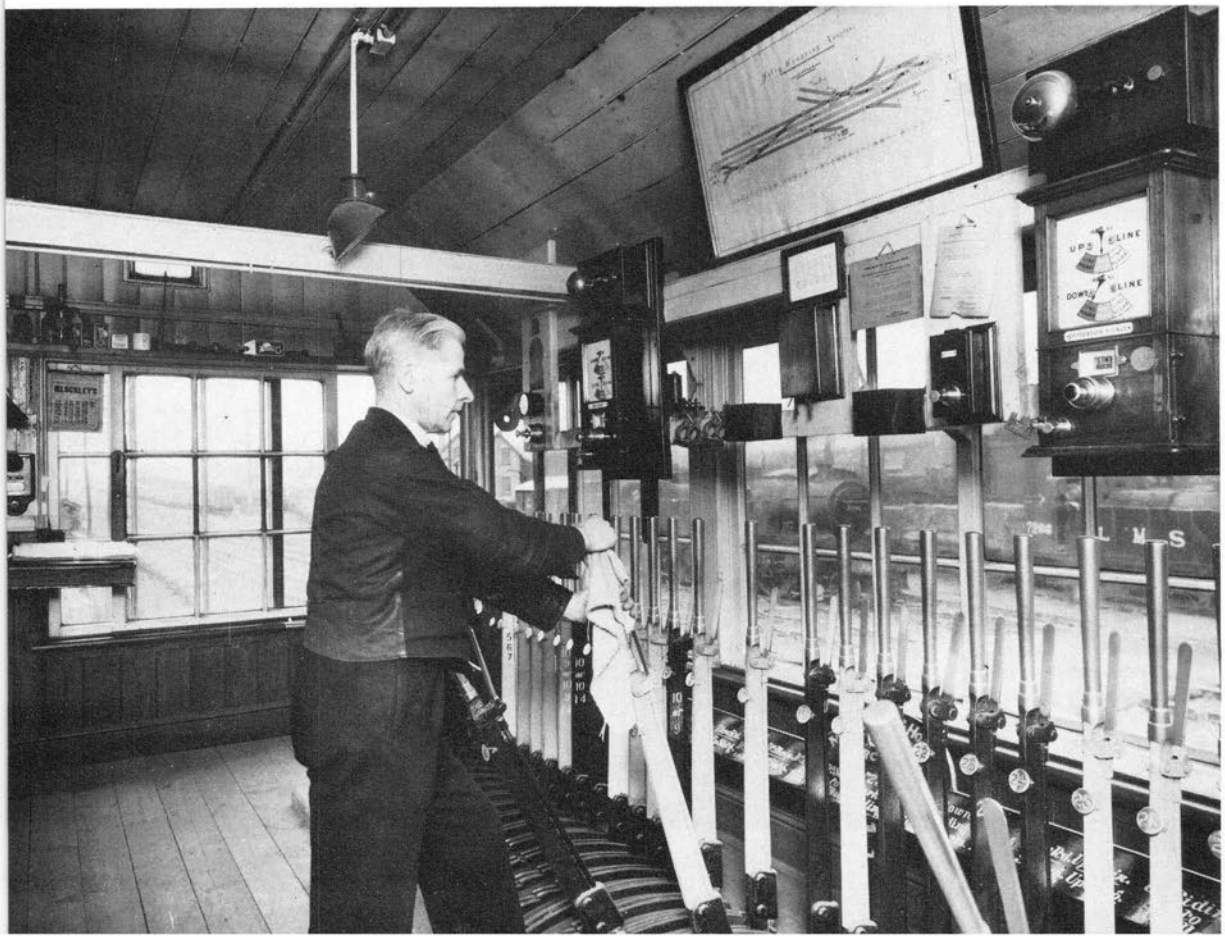
LEFT: Portrait of a member of the station staff at Apsley in 1945. *[C. R. L. Coles*

FAR RIGHT: An elderly Furness driver gives his engine, an LNWR "Precursor" 4-4-0, a last minute inspection before leaving Barrow Central in 1926. *[Leslie Sansom*

RIGHT: A goods wagon number taker in action at Huddersfield in the 1930s. *[British Railways*

BELOW RIGHT: A goods guard gives the "Right Away!" at Chaddesden in the 1930s. *[British Railways*

BELOW: A signalman at work in the former NSR box at Foley Crossing, Longton in July 1939. *[British Railways*



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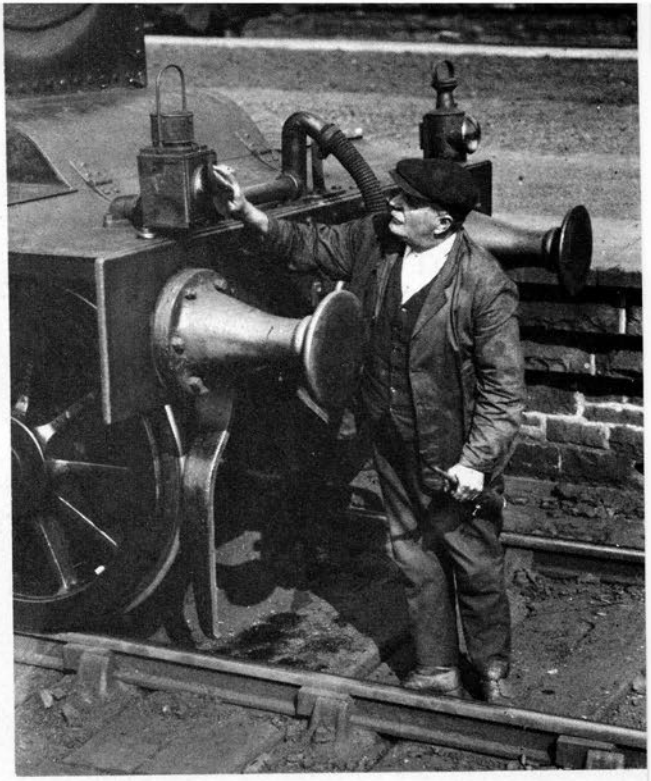

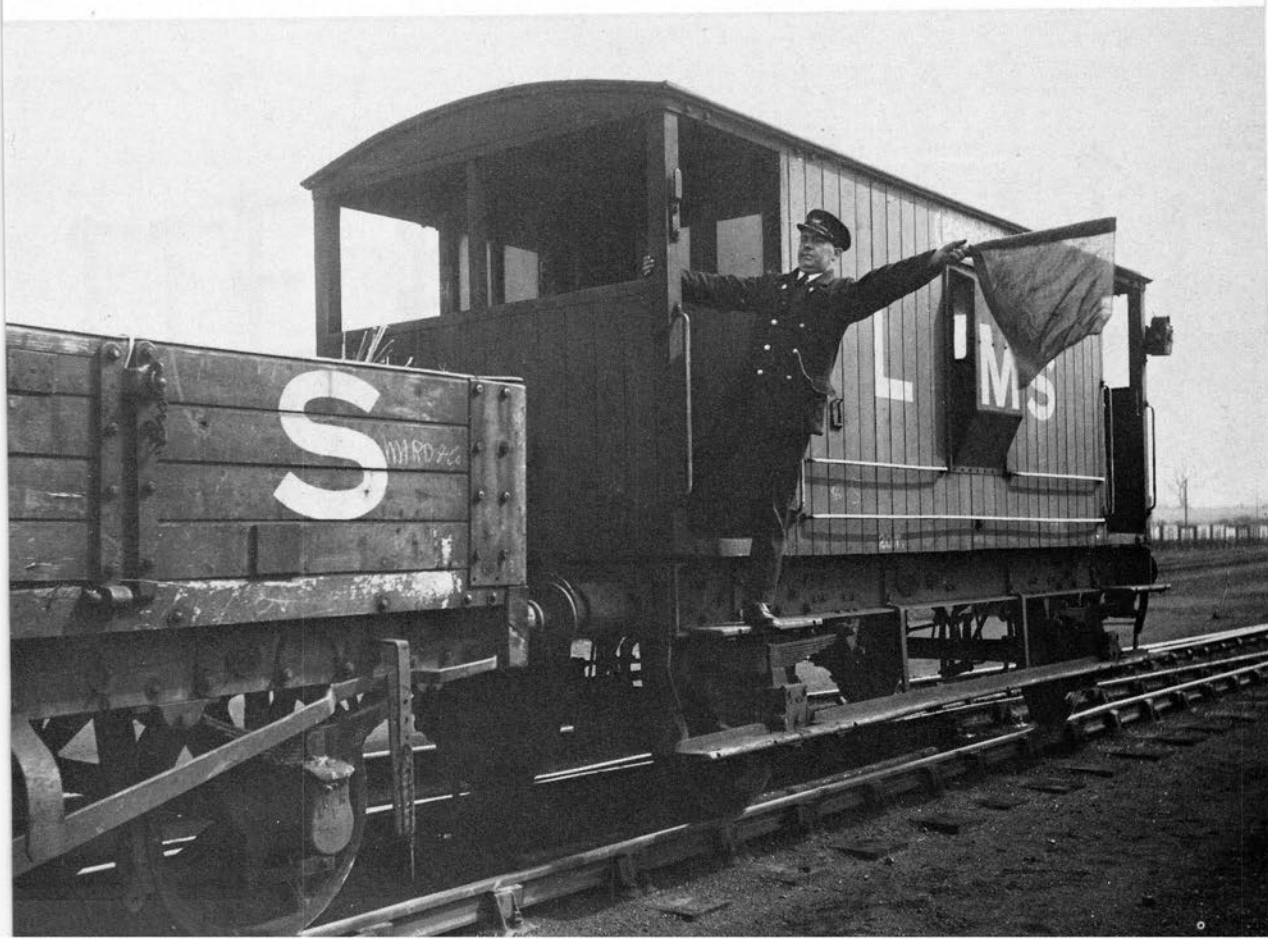
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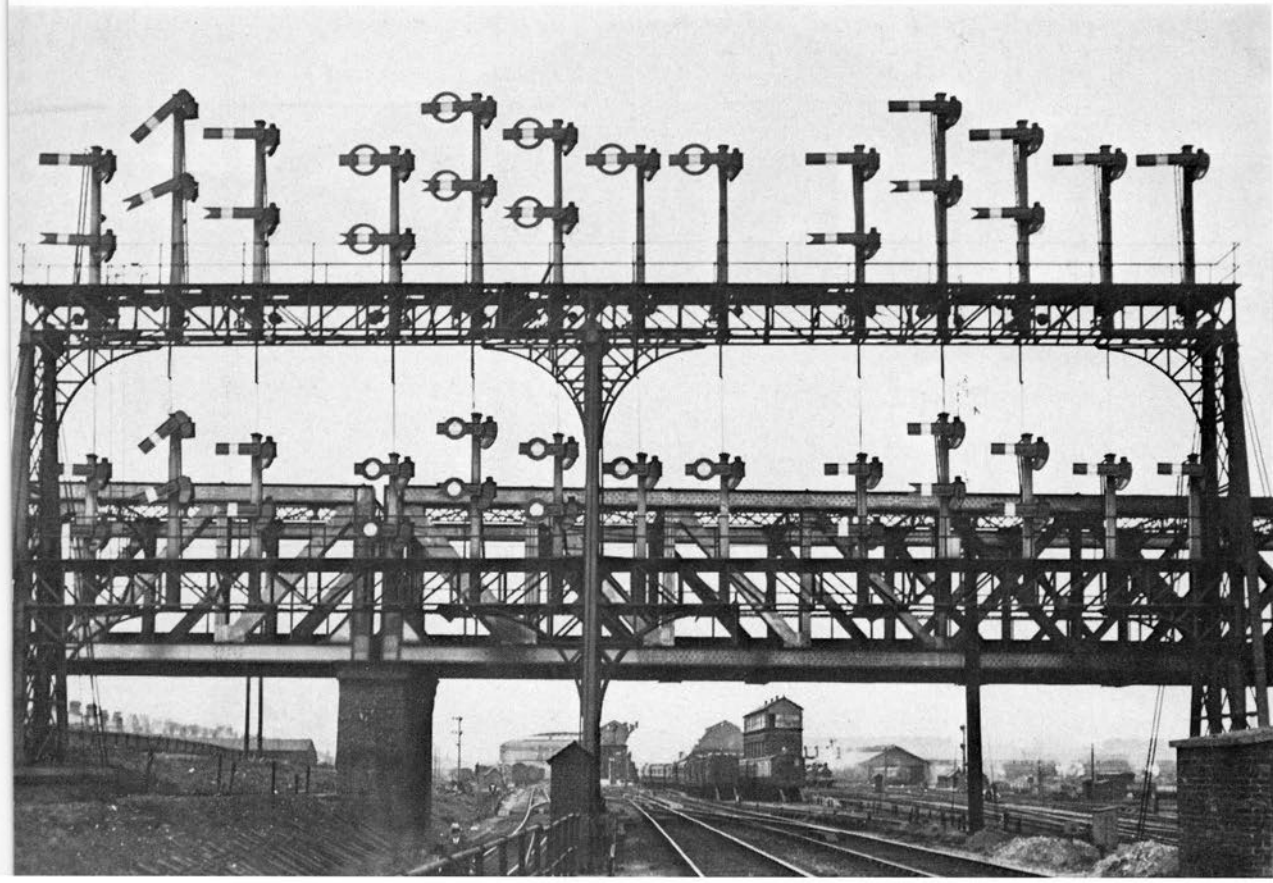


Signals

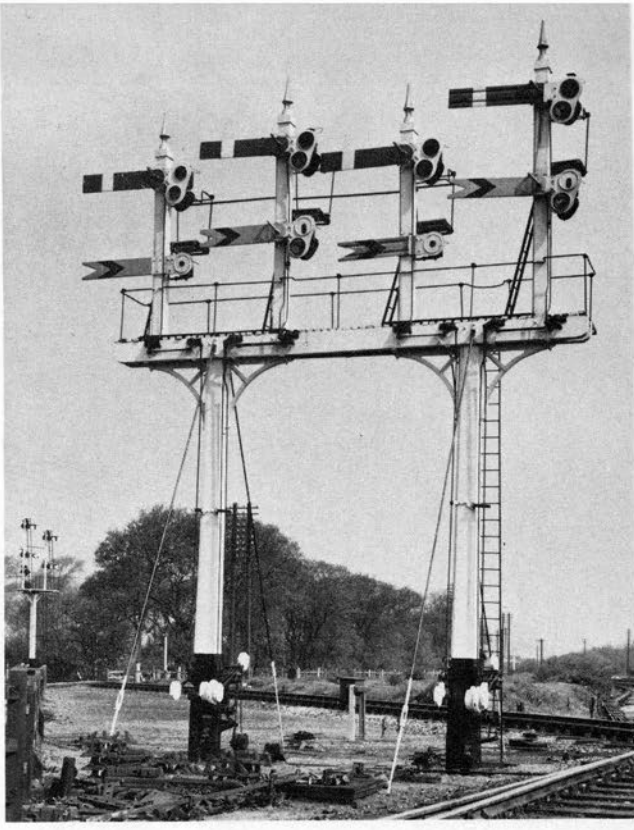
LEFT: Stanier "Black Five" 4-6-0 No 5003 approaches a fine Highland signal controlling the Lybster branch junction as it leaves Wick with the 10 am "John o' Groat" for Inverness on August 23, 1935.
[K. A. C. R. Nunn, courtesy LCGB

LOWER LEFT: The famous LNWR signal gantry outside Rugby with the Great Central viaduct behind it photographed very soon after the grouping.
[British Railways

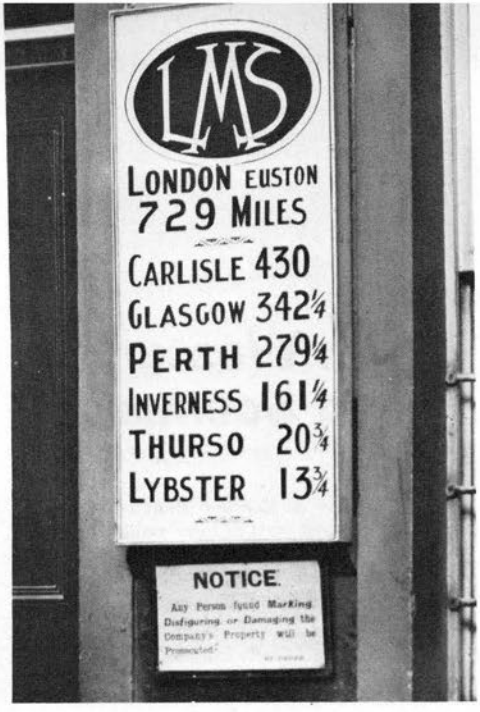
RIGHT: A Midland gantry controlling the exit from Trent Station North Junction which survived until the late 1960s. *[T. G. Hepburn*

BELOW: A veteran NLR signal that somehow survived to come into BR ownership at Dalston Junction.
[British Railways

BELOW RIGHT: Contrasting with the gas lamp, a new colour light signal on the Euston — Watford electric line at Bushey & Oxhey photographed in January 1933. *[British Railways*



ABOVE: Signalman J. Grant ready with the single line token exchanger at Carr Bridge on June 26, 1950
[Gavin L. Wilson



ABOVE: A mileage board displayed at Wick Station. Photographed on July 18, 1931. *[H. C. Casserley*

Highland Features

LEFT: A "Black Five" 4-6-0 crosses Killiecrankie Viaduct with a northbound goods on April 14, 1952.
[Gavin L. Wilson

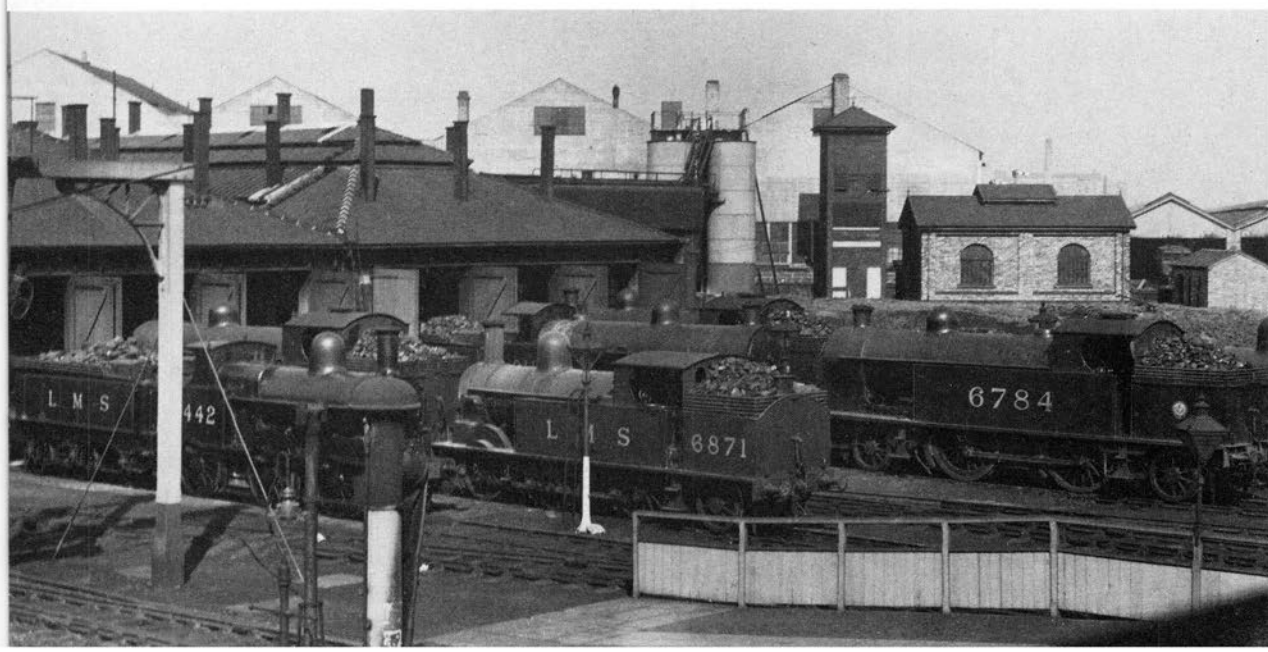
BELOW: A view of the viaduct at the approach to Tomatin Station taken in 1936. *[A.B. Macleod*

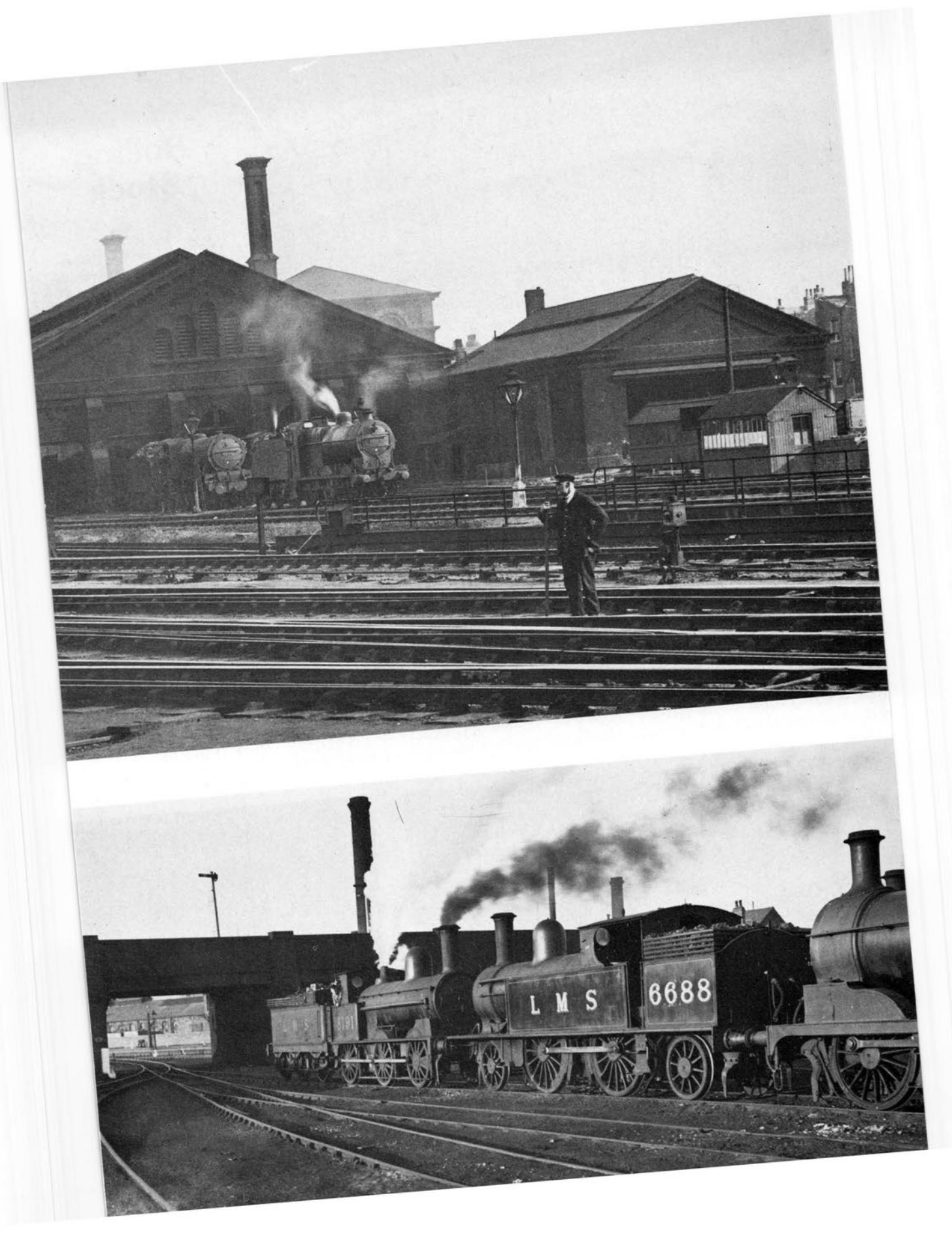
North Western Shed Scenes

RIGHT: a view of Camden shed taken from Chalk Farm station later renamed Primrose Hill, on September 9, 1931 showing a Fowler class 4F 0-6-0 and "Royal Scot" class 4-6-0 outside.
[E. R. Wethersett

BELOW: Watford Junction shed on March 25, 1932 with from left to right Webb LNWR "Cauliflower" class 2F 0-6-0 No 8442, Webb 5ft "Watford Tank" class 2P 0-6-2T No 6871 and Whale "Precursor Tank" class 3P 4-4-2T No 6784. *[E. R. Wethersett*

LOWER RIGHT: Webb LNWR 5ft 6in class 1P 2-4-2T No 6688 and Webb "Coal Engine" No 8191 at Warrington shed on April 26, 1936. *[L. Hanson*

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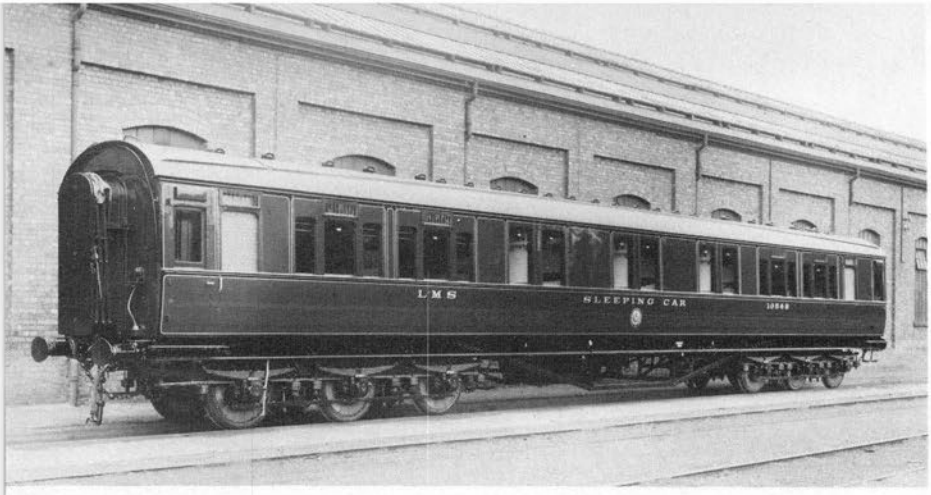
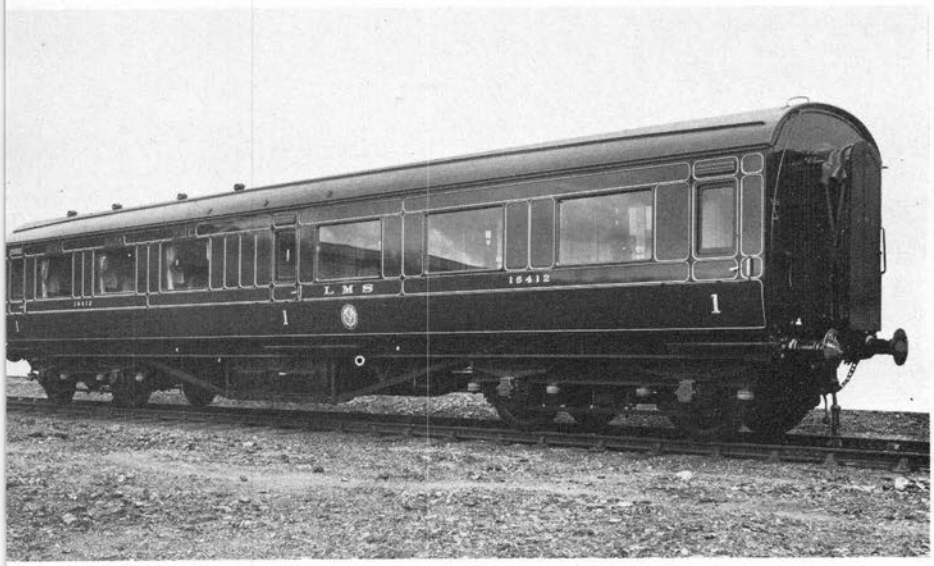
6688

Rolling Stock



UPPER LEFT: Twelve-wheel composite sleeping car No 10548, one of twelve cars of this type built at Wolverton in 1930 - 1931. Only thirteen other composite sleepers were built by the LMS.

[British Railways



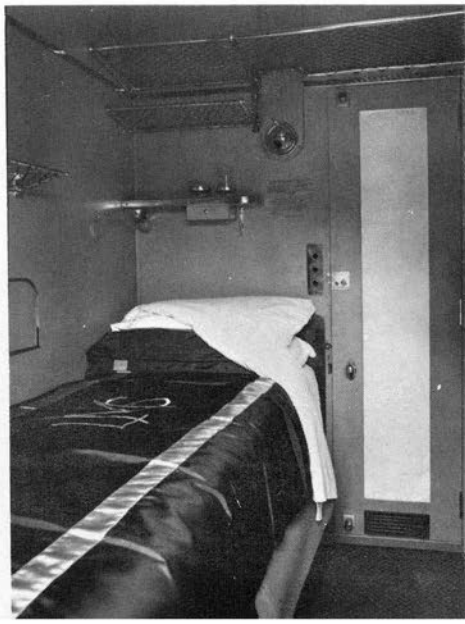
CENTRE LEFT: First class vestibule/compartment coach No 15412, one of five built at Derby in 1928 for use in the "Royal Scot". They were the first LMS coaches to have one large window per compartment. *[British Railways*

LOWER LEFT: The interior of a third class vestibule coach built at Derby in 1930.

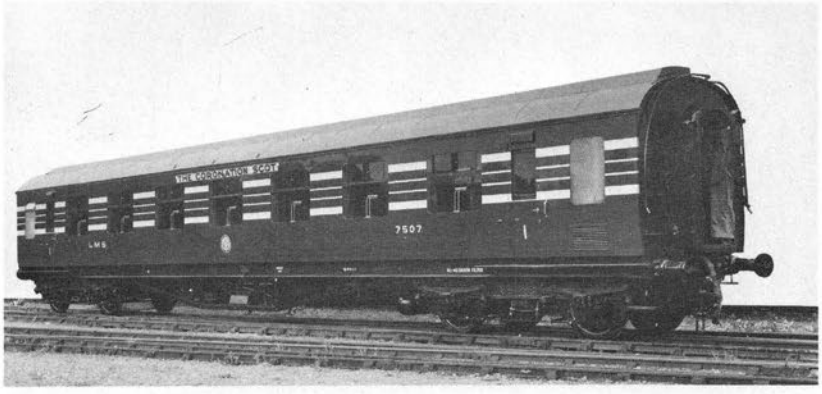
[British Railways

BELOW: The interior of a first class compartment in composite sleeping car No 713 built at Derby in 1936 and photographed on March 11 that year.

[British Railways



ABOVE: The first class cocktail lounge of the "Coronation Scot" train sent on tour to the United States of America in 1939. The remainder of the coach comprised two and a half first class compartments and was articulated with a first class dining car. *[Fox Photos*

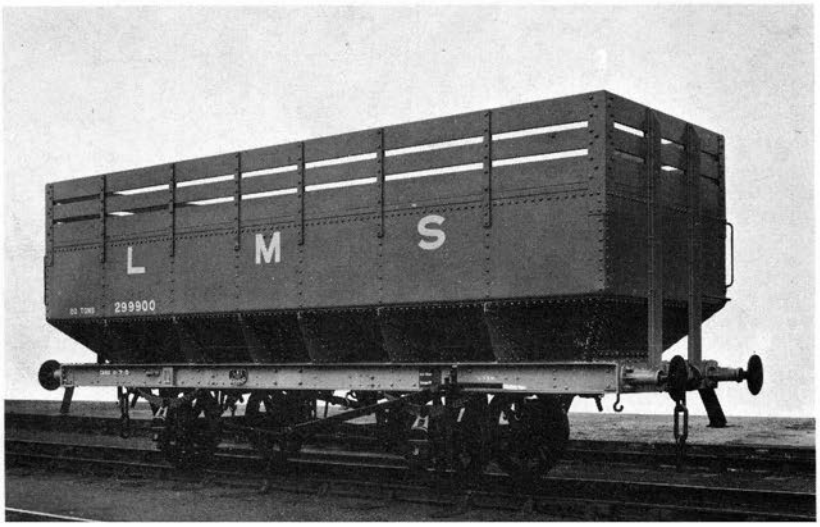


CENTRE RIGHT: "Coronation Scot" first class vestibule dining car No 7507 photographed on May 21, 1937. This was one of three coaches from a batch of twenty-five built at Derby in 1934 and converted for use in the "Coronation Scot" in 1937. *[British Railways*

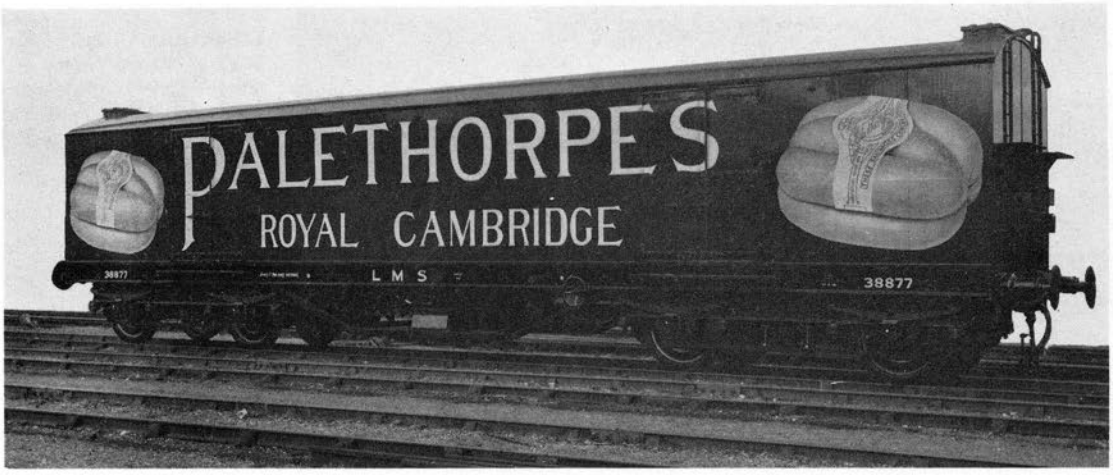
LOWER RIGHT: The interior of a first class compartment in a coach from the same batch as No 15412 depicted opposite. *[British Railways*

ABOVE: A line up of United Dairies four-wheel milk tanks. These were re-built as six-wheelers at Derby in 1937.
[British Railways

CENTRE LEFT: Bulk grain van No 168875 built in 1928.
[British Railways



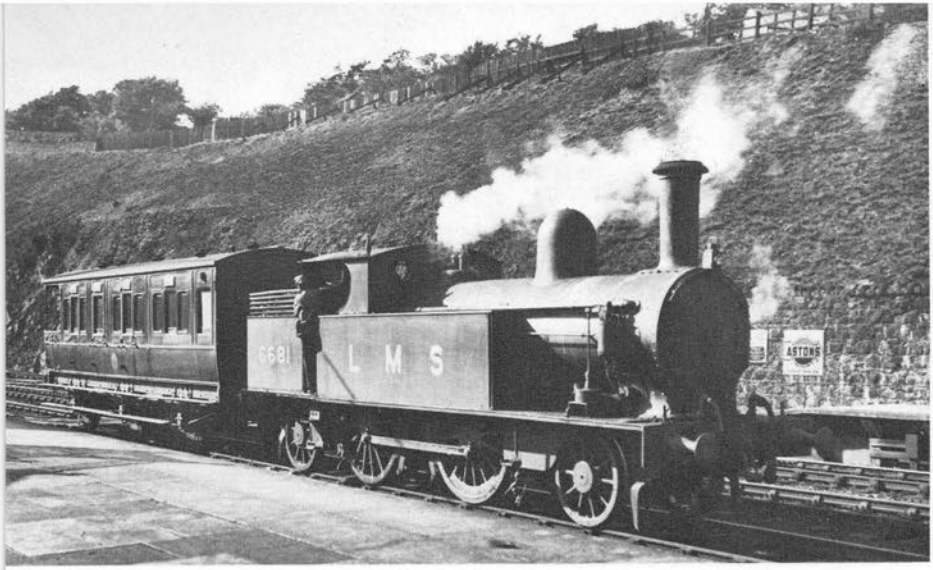
LOWER LEFT: Standard 20 ton high sided coke wagon No 299900 built in 1930. *[British Railways*



ABOVE: Insulated bogie van No 38877 built at Wolverton in 1936 for Palethorpes Sausage traffic.
[British Railways

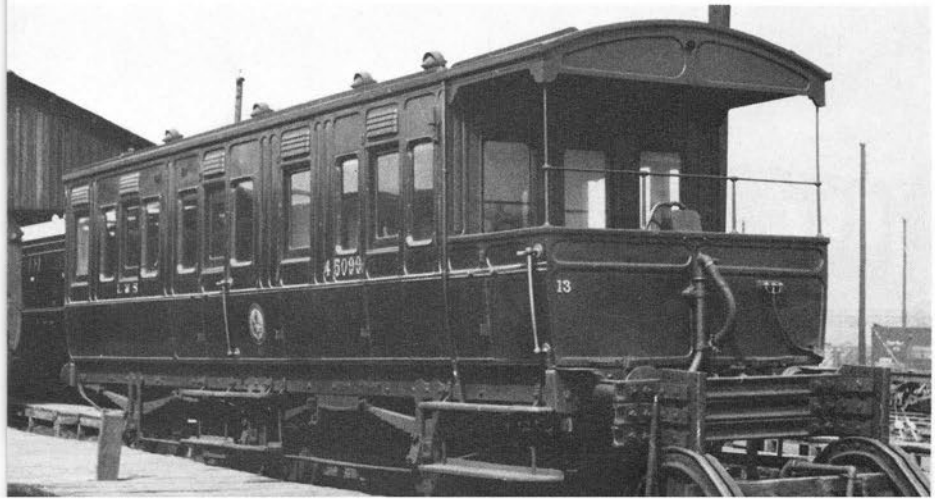
CENTRE RIGHT: 40 ton bogie hopper wagon No 189301 built in 1929 for coal traffic to the LMS power station at Stonebridge Park.
[British Railways

LOWER RIGHT: Standard 40 ton bogie brake van No 284723 built in 1930.
[British Railways

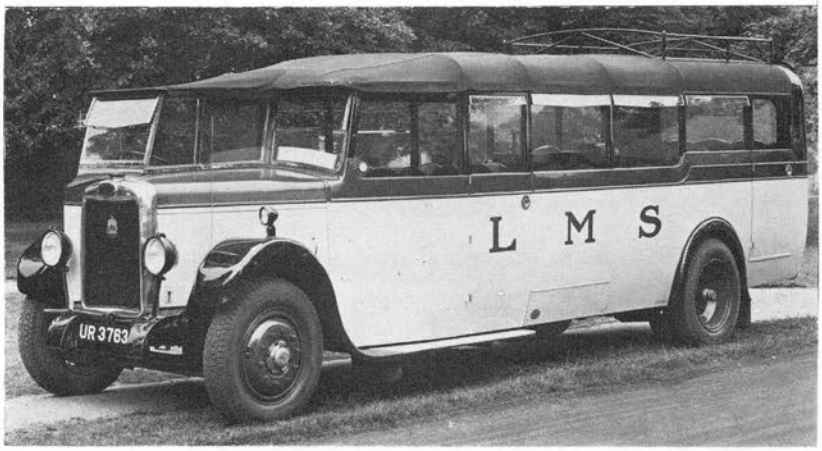


UPPER LEFT: Webb LNWR class 1P 2-4-2T No 6681 at Bangor with six-wheel LNWR inspection saloon No 45024 in 1939. *[T. G. Hepburn*

CENTRE LEFT: Divisional Engineers saloon No 45032 at Upminster in company with Fowler MR class 2P 4-4-0 No 548 on September 24, 1947. It is believed that this vehicle was rebuilt from an LNWR family saloon. *[E. R. Wethersett*



LOWER LEFT: LNWR six-wheel inspection saloon No 45099, built at Wolverton in 1879, is seen at Derby carriage sheds on April 13, 1947. *[Neville Fields*



RIGHT: After the LMS Road Traffic Act had been passed by Parliament in 1929 the company wasted no time in building up a fine fleet of buses. Pride of the fleet was this Leyland "Tiger" coach placed in service in September 1929. It has a 31 seat body by United Automobile Services and is painted cream with a red waistband.

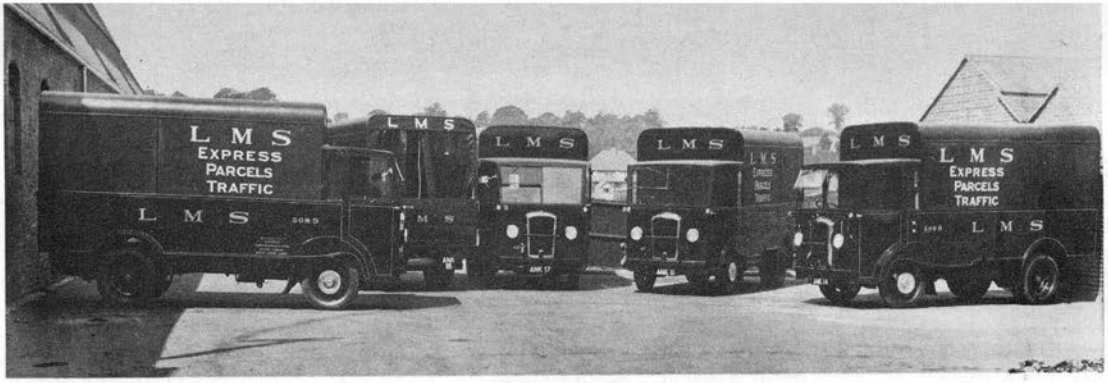
[Leyland Motors Ltd.

Road Vehicles

ABOVE: A line up of five Albion 32 seat single deck buses which were part of a fleet ordered in 1929 are seen on delivery to the LMS. They were for service in various parts of the country served by the company. *[Albion Motor Car Co.*

RIGHT: An Albion "Viking Six" 23 seat coach which was exhibited on the Albion stand at Olympia in 1929. It has bodywork by P. W. Watson & Sons of Lowestoft. Note the use of the old Midland slogan "The Best Way".

[Albion Motor Car Co.



ABOVE: Part of an order for 29 Dennis 2 ton parcels vans placed in 1934 are seen on delivery to the LMS. Several repeat orders were placed for these vehicles which were extensively used for parcels traffic.

[Dennis Brothers Ltd.

LEFT: A Walker Brothers of Wigan petrol-electric crane. This was developed to the order of the LMS in 1929 who wanted a mobile crane capable of lifting a 6 ton load at 10ft through a 360 degree radius.

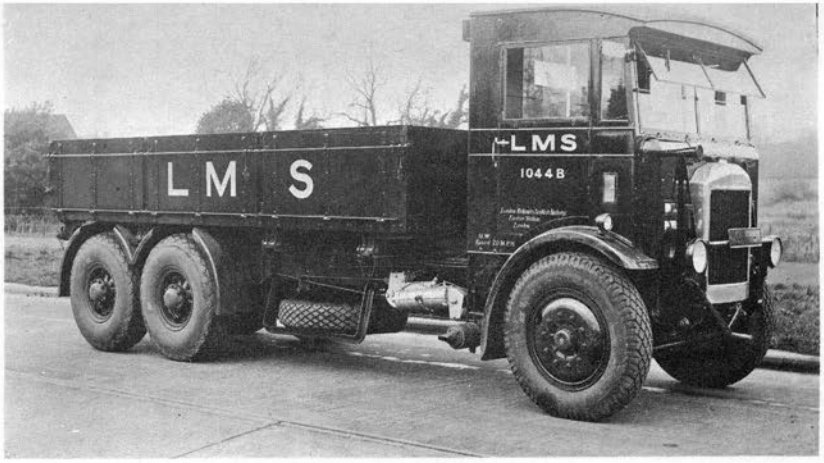
[Modern Transport

BELOW: A Karrier "TT" type tractor-trailer outfit of 6 tons capacity is seen at Hackney electrical works loaded with three "H" type 1½ ton containers about 1930.

[British Railways

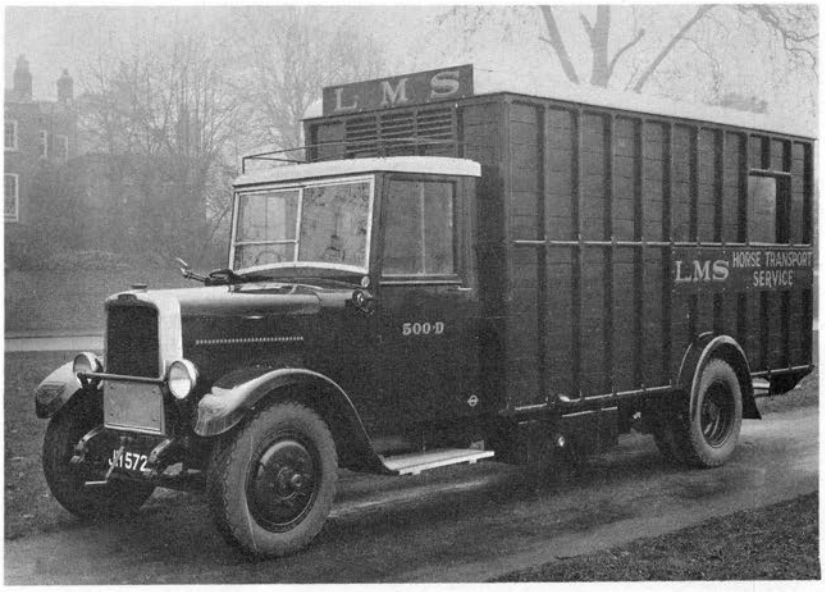
UPPER RIGHT: A Dennis 12 ton three-way tipper lorry purchased by the LMS in 1933 awaits delivery from the Dennis works at Guildford.

[Dennis Brothers Ltd.



CENTRE RIGHT: One of two Leyland "Cub" horse-boxes placed in service in January 1934 with body-work by Vincents of Reading.

[Leyland Motors Ltd.



LOWER RIGHT: An AEC "Y" type 4/5 ton platform lorry is seen loaded with a "B" type container in St. Pancras goods yard about 1931. This lorry probably began life with solid tyres and an open fronted cab.

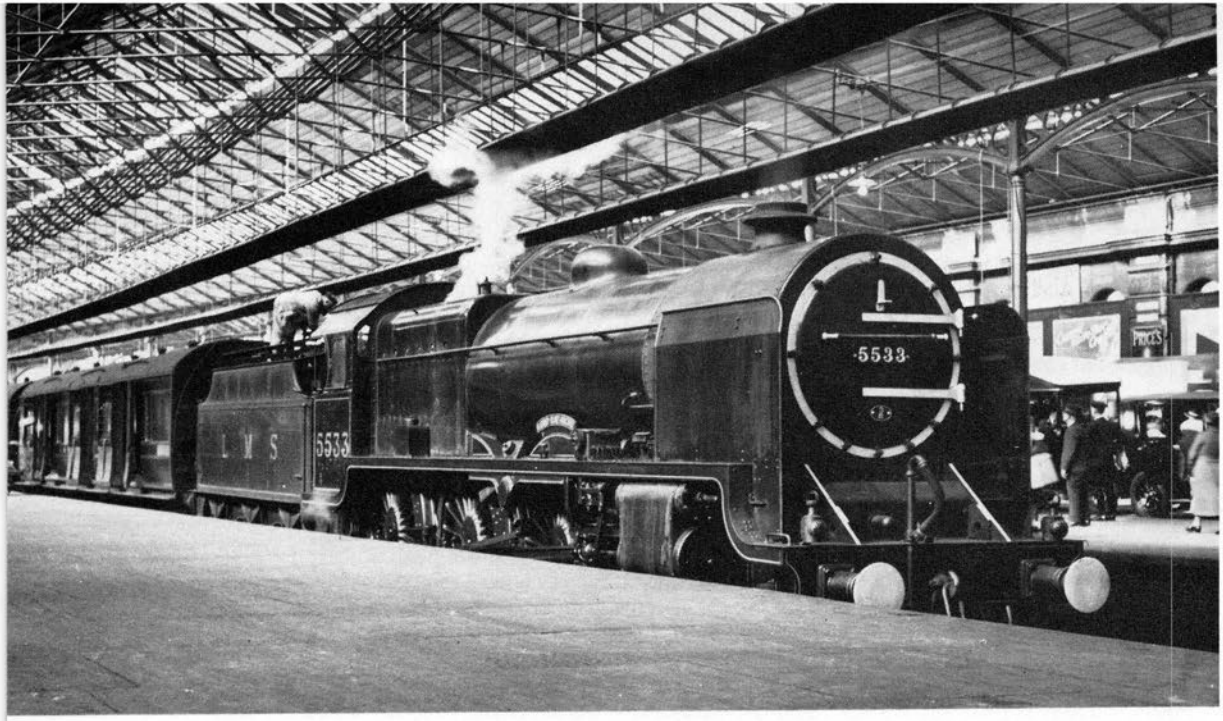
[British Railways

5212

Preserved LMS Engines

LEFT: Preserved Stanier "Black Five" 4-6-0 No 5212 departs from Keighley with a train for Oxenhope in August 1969 on the Keighley & Worth Valley Railway. This is one of several "Black Fives" preserved around the country but was the first to find regular employment on this former Midland branch line which itself is noteworthy for being at the time of writing the only preserved LMS line in operation. *[Brian Stephenson*

BELOW: Possibly the most interesting LMS engine preserved is Stanier class 8F 2-8-0 No 8233 seen leaving Bridgnorth with a train for Hampton Loade on the Severn Valley Railway in 1970. Built by the North British Locomotive Co. in 1940 as LMS 8233 it was taken over by the War Dept. in 1941 as No 307 and shipped to the Middle East where at the end of hostilities it became Iran State Railways No 41 – 109. It came back into WD stock in 1948 as No 70307 and was renumbered 500 on its return to England in 1952. It came into BR stock in 1957 wrongly numbered 90733 in the Austerity 2-8-0 series and was hastily altered to 48773 which number it retained until restored as 8233. That was not the end of its renumberings for it masqueraded as 48188, the engine involved in the Chapel-en-le-Frith runaway accident, for a film based on the BBC "Ballad of John Axon" *[Patrick Russell*



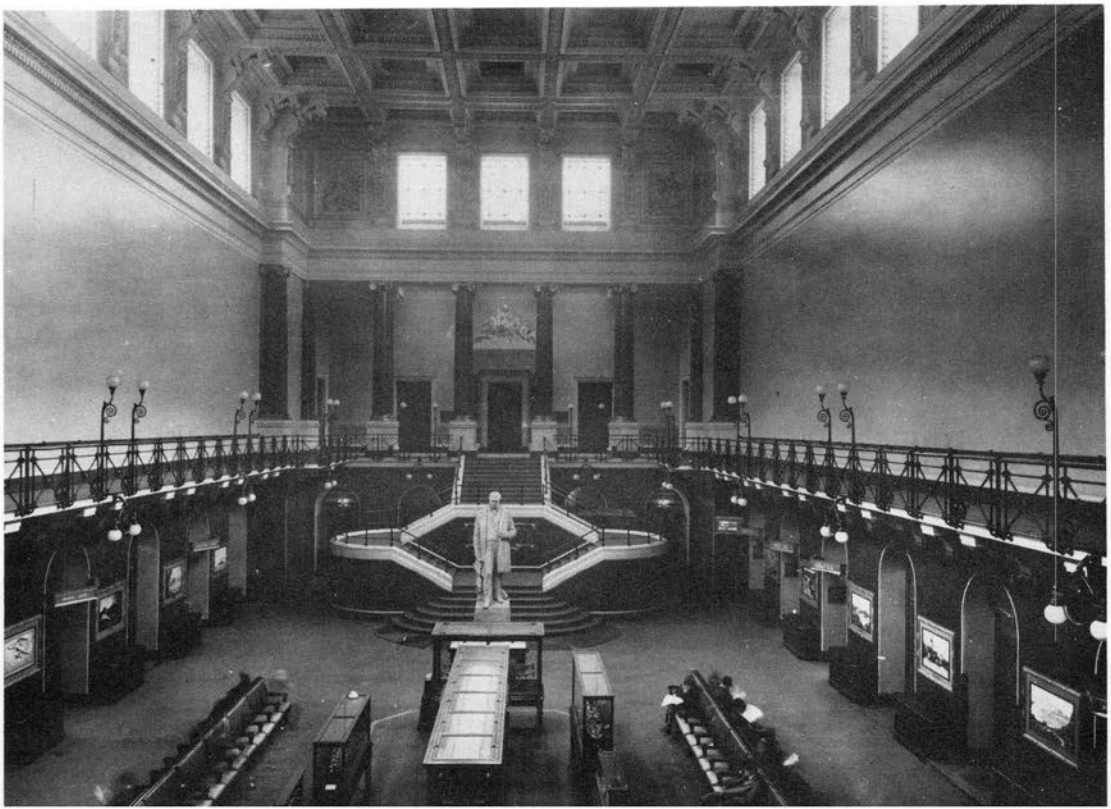
ABOVE: "Patriot" class 5XP 4-6-0 No 5533 *Lord Rathmore* is seen on arrival at Euston with a "two hour" express from Birmingham in September 1935.

[J. G. Dewing

Euston

BELOW: The interior of Hardwick's Great Hall at Euston photographed in 1937 after it had been redecorated to the design of Sir Edwin Lutyens.

[Topical Press



A view of the gloomy departure platforms at Euston with the "Royal Scot" awaiting departure in platform 13 about 1933. *[British Railways*

Fowler class 4P three-cylinder compound 4-4-0 No 1168 arrives at Euston in the mid 1930s with a stopping train from Rugby. *[C. R. L. Coles*

LEFT: Bowen-Cooke LNWR "Prince of Wales" class 4P 4-6-0 No 5656 *Shark* departs from Rugby Midland with a Euston — Birmingham train about 1930. *[T. G. Hepburn*

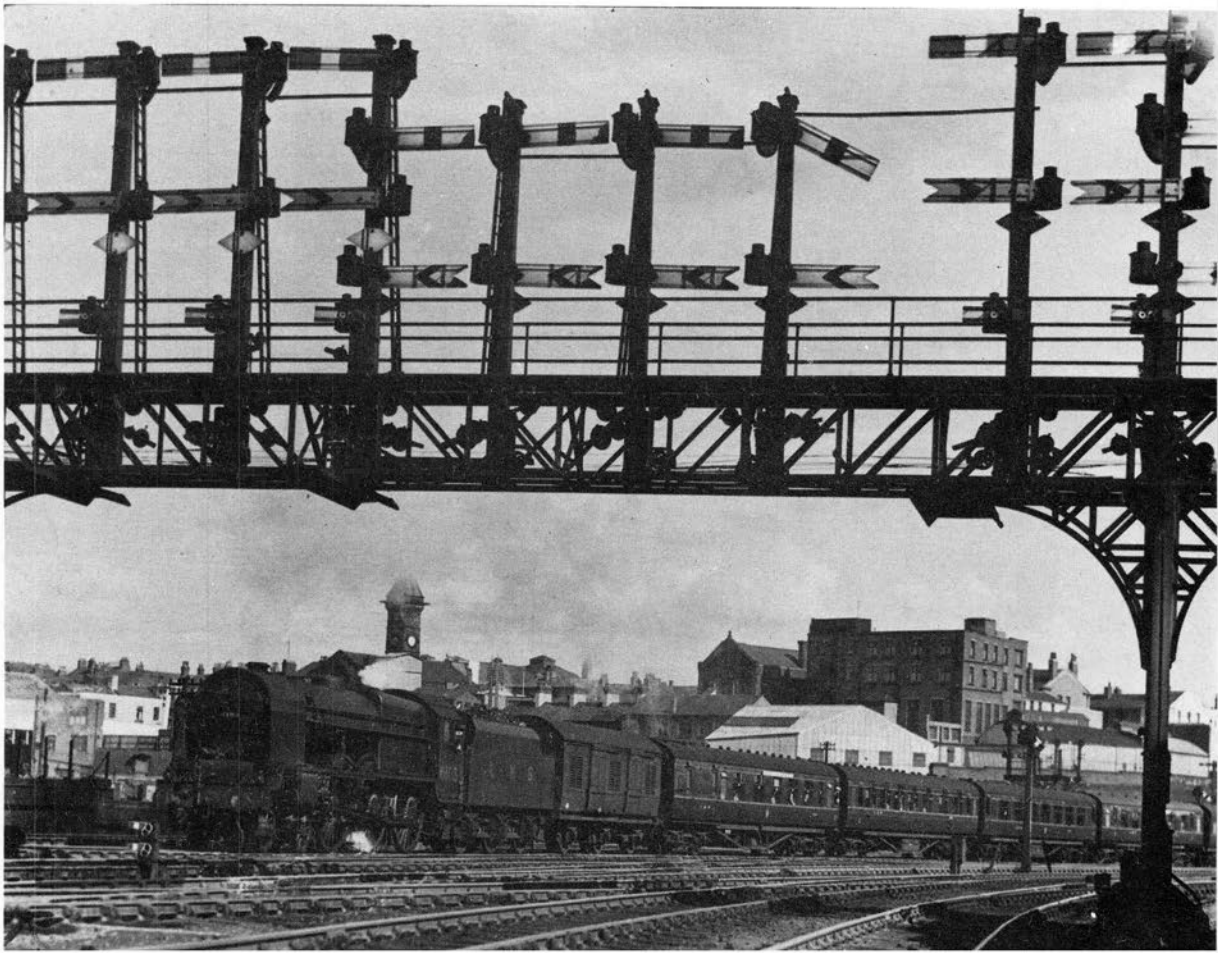
BELOW: Bowen-Cooke LNWR "Claughton" class 5P four-cylinder 4-6-0 No 5983 enters Rugby with a Liverpool Lime Street — Euston express about 1930. *[T. G. Hepburn*

Rugby

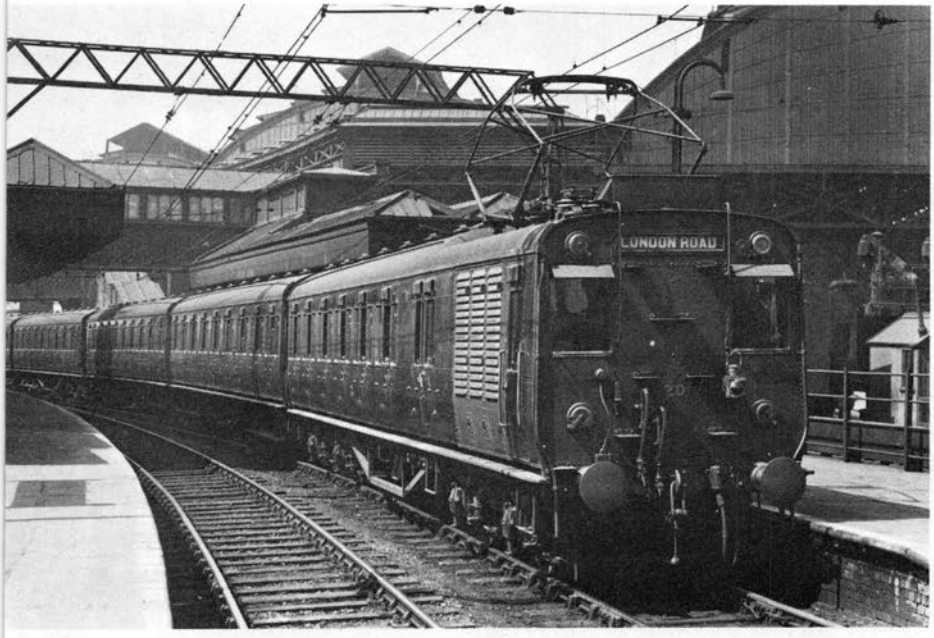
RIGHT: Rebuilt Aspinall LYR class 3F 0-6-0 No 12619 trundles south from Preston with a train of empty wagons in the late 1930s. *[Eric Treacy*

BELOW: Fowler "Royal Scot" class 6P 4-6-0 No 6103 *Royal Scots Fusilier* leaves Preston with Euston – Perth express in the late 1930s. *[Eric Treacy*

Preston



Manchester London Road



UPPER LEFT: Bowen-Cooke LNWR "George the Fifth" class 3P 4-4-0 No 5377 *Grouse* enters Manchester London Road with a stopping train from Macclesfield in September 1934. Note the two large cylindrical tanks for supplying air to the pneumatic points and signals installed at this station.

[R. D. Pollard, courtesy N. Fields

LOWER LEFT: Manchester South Junction & Altrincham Railway electric set No 20 arrives in the MSJA platforms at London Road on May 2, 1936. These three car sets were built in 1931 by Metropolitan-Cammell for this nominally independent company which was owned jointly by the LMS and LNER.

[R. D. Pollard, courtesy N. Fields

ABOVE: Fowler "Patriot' class 5XP 4-6-0 No 5537 *Private E. Sykes, V.C.* departs with the 12.5 p.m. "Lancastrian" for Euston on June 1, 1936. The Gresley bogie vans on the right remind us that London Road was itself a joint station with the LNER main line over Woodhead to Sheffield and Marylebone.

[R. D. Pollard, courtesy N. Fields

Nottingham Midland

ABOVE: Exiled T. Whitelegg LTSR class 2P 4-4-2T No 2104 waits under the Great Central overbridge at Nottingham Midland with a local for Mansfield on May 23, 1939. *[J. P. Wilson*

RIGHT: A Midland signal, one of four similar on a gantry, stands guard over the eastern end of Nottingham Midland Station. Photographed on August 14, 1952. *[J. P. Wilson*

BELOW: Johnson MR class 1P 5ft 4in 0-4-4T No 1327 stands on the centre road at Nottingham Midland with the stock for a Mansfield local in 1934. *[T. G. Hepburn*

St. Pancras

ABOVE: The exterior of St. Pancras Station fronted by Sir Gilbert Scott's magnificent Gothic hotel and clock tower photographed from across Euston Road in the mid 1920s. Somers Town goods depot is on the left.

[British Railways

LEFT: The interior of St. Pancras under W. H. Barlow's superb roof photographed about 1930. A Fowler class 2P 4-4-0 No 550 stands with the stock of a down express whilst a Johnson 0-4-4T banks a train out of the station. Note the starting signals for the banking engines.

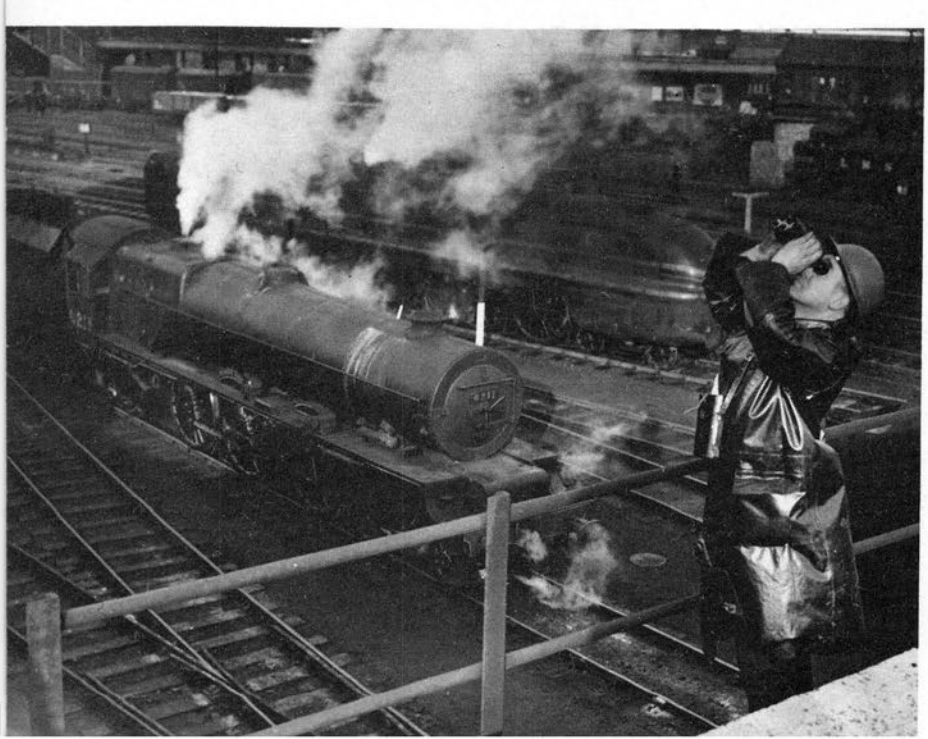
[British Railways

RIGHT: T. Whitelegg LTSR class 3P 4-4-2T No 2144 waits to move the empty stock out of St. Pancras of an express from Leeds which included two milk tanks from Appleby, Winter 1937. *[E. E. Smith*

BELOW: St. Pancras suffered bomb damage several times during World War II and in this view we see the havoc created by German bombers on the night of May 10/11 1941 when a bomb came straight through Barlow's great roof and exploded in the cellars beneath the platforms which were used to store Burton-on-Trent's most famous product.

[British Railways

The LMS in Wartime



ABOVE: United States Army Transportation Corps 2-8-0 No 2415 heads a down goods past Hatch End in 1944. Quite a number of these engines saw service in Britain before being shipped to the continent after D Day.

[C. R. L. Coles

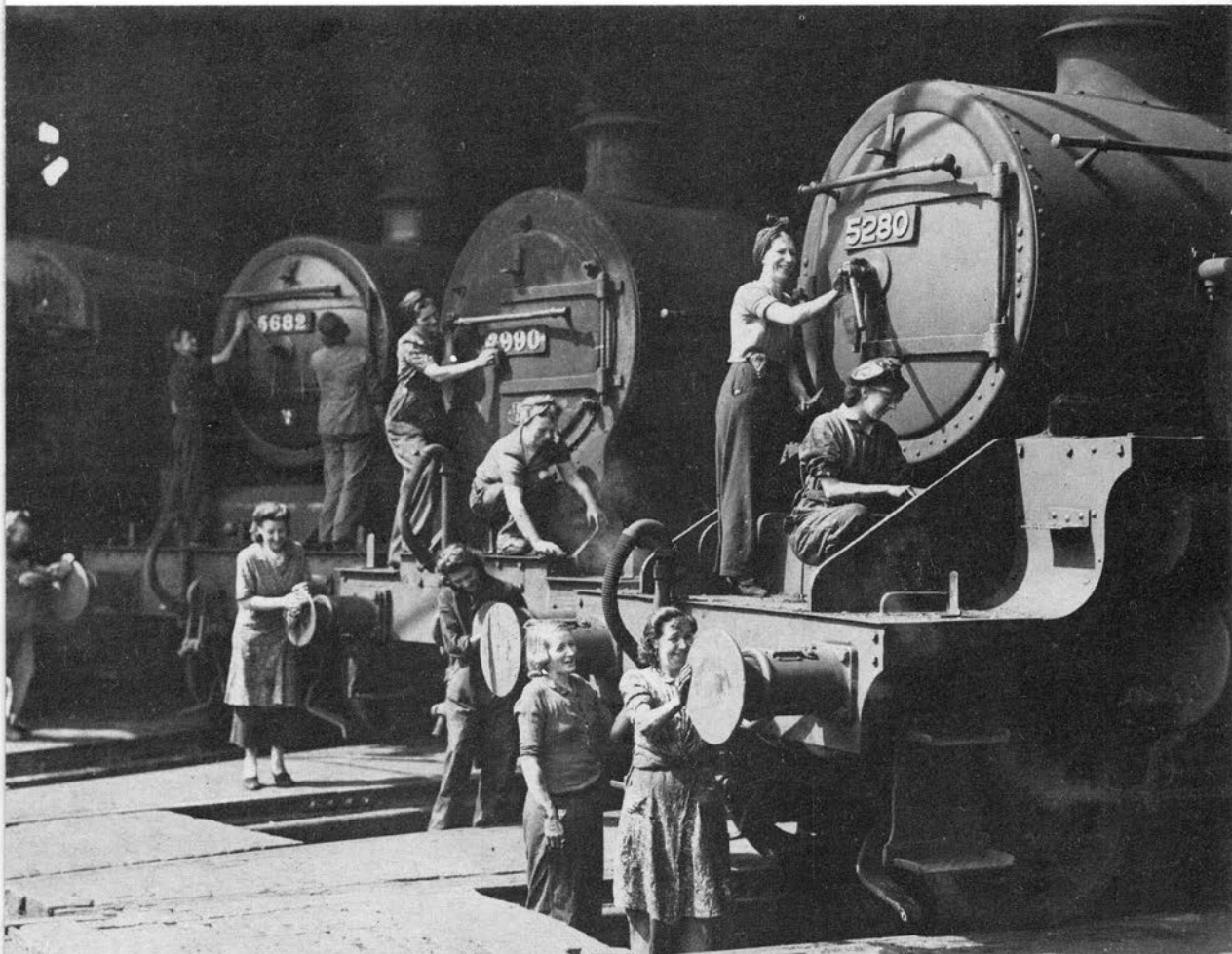
LEFT: A roof spotter searches the sky over Camden shed for enemy aircraft on November 29, 1940. Stanier "Princess Royal" Pacific No 6211 *Queen Maud* and "Coronation" Pacific No 6235 *City of Birmingham* complete the scene.

[Fox Photos

RIGHT: As part of the "Dig for Victory" movement railwaymen cultivate the railside verges near Carpender's Park in their spare time on June 13, 1940. "Patriot" 4-6-0 No 5513 passes by in the background with an up semi-fast. *[Fox Photos*

BELOW: A group of volunteer women cleaners get to work on a trio of engines in a former Midland roundhouse in August 1943. During this month on one Sunday alone 800 voluntary workers cleaned no less than 300 engines in 38 LMS depots.

[Topical Press



. . . Nationalised

The final steam locomotive class introduced by the LMS was H. G. Ivatt's class 4 2-6-0 of which only the first three appeared in 1947 before the LMS was nationalised on January 1, 1948. Here No 3006, with an M prefix to its number to denote a former LMS class before the addition of 40,000 to the numbers of the majority of LMS engines, heads a down goods near Hay Fell in 1949. *[F. R. Hebron*